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LIGHTNING

Class



ASSOCIATION

YEARBOOK

1940



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**THE
LIGHTNING CLASS
ASSOCIATION**



**YEARBOOK
for
1940**

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LIGHTNING CLASS
ASSOCIATION



MORRIS ROSENFELD

LIGHTNING'S FIRST YEAR — A BRIEF HISTORY

The idea that a small yacht could be designed to serve both as a safe, comfortable day-sailer with plenty of room for a large party, and as a responsive, lively racer with big boat performance was inspired by the suggestions of experienced small boat sailors over a wide area. It was thought that such a boat would have more universal appeal and result in a strong, one-design class organization. Early in 1938 the idea took form on the designing boards of Sparkman & Stephens, and the unusual features of this 19-foot sloop became more readily apparent. The boat was given the name "Lightning".

Between October, 1938, when the first Lightning was launched at Skaneateles, and January, 1939, when she was unveiled officially to the public at the New York Boat Show, there were many tests and searching trials by the designers and other qualified experts. Preliminary announcements in yachting publications had aroused a natural curiosity, but the enthusiastic reception accorded the first public showing was little short of sensational. The design so long visualized by many small boat sailors had become a reality.

Before the New York show closed a meeting of those who had ordered Lightnings was held in the Grand Central Palace. A temporary chairman was elected and a committee was named to draw the constitution, by-laws and racing rules for the new class organization. On April 15th the second general meeting was held, and out of the 117 paid registrations in the class at that time, Lightning owners came from such widely separated points as Barnegat Bay, Long Island Sound, Lake Hopatcong and Buffalo. Proxies were voted for other owners in Maine, Texas, and Oklahoma. Many were interested in the formation of fleets. Officers were elected, the constitution was ratified, and the Lightning Class Association was officially organized.

One of the first official acts of the Association was to acquire the rights and title to the Lightning plans, to establish the means and machinery for regulating the use of these plans, and to publish such information as would be of value to the many who were buying or building Lightnings. The Constitution, By-Laws and Rules for National Championships were published in booklet form, membership cards were made and distributed,

and a fleet charter was designed. Complete specifications and blue prints were made up, measurement certificates were made up and printed, and plans were made for the first National Championships.

Due to the newness of the class and the brief time for fleet organization before the summer season was under way, local activity was limited to individual participation in a few regattas. A number of Lightning owners in Central New York participated in the Central New York Y. R. A. regatta at Canandaigua; others were entered at Larchmont Race Week. But the high point of activity for the class was the first National Championships at Barnegat Bay over the course of the Bay Head Yacht Club.

As the sailing season closed in northern areas, the focus of attention on Lightning activity shifted to southern waters where groups of Lightning owners were found in Florida, Georgia, Louisiana and Texas. Interest in the class appeared to continue unabated, and by January 1940—the first anniversary of Lightning's public debut—close to 400 numbers had been assigned by the Secretary of the class.

The second annual meeting, held on January 11th in New York, was marked by a representative attendance and lively discussion on questions of policy. In terms of the future of the class, the enthusiasm for an active second year was equalled in importance by the determined opposition of the membership to resist changes in design and uphold that significant feature of the Lightning Class constitution—"To rigidly maintain a strictly one-design class, in order to positively insure that all Lightning Class races held under the auspices of this Association be to determine the skill of the skipper, and to eliminate all variations in the construction of the yachts."



*Beating to the First
Mark at Barnegat
Bay*

LIGHTNING HERSELF AND HER PERFORMANCE

First glance at a Lightning always gives the impression that she is a big boat—roomy and thoroughly capable under all sailing conditions. It is a fact that she is remarkably roomy, and her capability has been quite adequately demonstrated during the past season. But she is still classified among the “small one-designs” by virtue of her 19 feet over all length and 6 feet 6 inches of beam.

With a water line length of 15 feet 10 inches, Lightning carries 177 square feet of working canvas. Her chine and arc bottom construction means sawn frames, with no steam bending. Good freeboard, combined with unusual stability, permits a wide cockpit with a side deck which is ample. The cockpit measures 8 feet 6 inches by 4 feet 9 inches and is designed for real comfort. The racing crew of three has plenty of leg room, and for day-sailing, a party of six adults may be accommodated without overcrowding. A thwart runs from the centerboard case to the sides of the boat at a point 2 feet abaft the forward end of the cockpit. Wide, comfortable seats, 12 inches high, extend aft from this thwart on each side and around the stern.

A long V-coaming extends from the cockpit sides forward of the spar, enclosing that part of the deck through which the spar passes. The after end of this deck is finished off to form a handy pin rail for belaying halliards. Forward of the thwart and abaft this pin rail is a convenient and wholly unobstructed space in which to stand and work while making sail, handling light sails, or doing other jobs forward. It is, in reality, a separate little cockpit.

●
*A Windward Start at
Canandaigua, N. Y.*



Aloft, the rig is very simple and well proportioned. Upper shrouds lead over spreaders that attach to the mast well down from the head. The jumper stays lead from the spreaders to masthead, giving something of the appearance and much of the staying effect of a double diamond rig. There is a permanent backstay from the masthead to a chain plate just off center at the transom, where it clears the tiller nicely and avoids the necessity of a boomkin. This staying has been worked out so that a spar of very light proportions is permissible. With a length of 26 feet above the deck, it has a maximum section of only 2 by 3 $\frac{1}{16}$ inches. It is a box section with $\frac{1}{2}$ inch walls. Through strenuous sailing, it has stood straight, with no buckling tendency whatsoever.

The remarkable stability of this boat is noted immediately upon stepping aboard. Two or three persons walking freely around the deck, fore or aft or all on one side, have no occasion to catch hold of any support to keep their balance.

When under way, the first and strongest impression one gets is that of perfect balance. This is apparent as one takes the tiller. In light air there is no helm at all. The boat seems to sail herself. As the breeze increases, she noses up into it as a real boat should. In a stiff breeze she comes up nicely when the tiller is let go. At no time in the winds in which she has been sailed has she shown any tendency to be hard bitted. She responds sensitively to the slightest pressure on the stick.

The long, narrow pivoted centerboard is efficient and can be raised a considerable amount from the extreme lowered position before the effective area is materially decreased. In this way the center of lateral plane is moved aft, making the balance a matter of nice adjustment, no matter what crew is aboard nor the position of their weight.

In spite of the roominess, comfort, safety, and stability which the designers were required to put into Lightning, an equal requirement was that she be fast. That this has been accomplished far beyond normal expectation is well established by reports from all parts of the country during the first season. Perhaps this rather surprising speed is best summed up by the results of Larchmont Race Week, where the Lightnings conclusively beat all other classes sailing the same course on each of the six days. This included racing boats much larger and carrying more sail.

The parachute spinnaker, a feature of the Lightning Class design, offers every opportunity to express the skipper's racing skill, and makes this boat an ideal training school for handling the big kites of larger boats later on. Like all parachutes, it must be set and handled properly, but the size of the foredeck and the boat's freedom from rolling tendencies facilitate proper handling.



Rosenfeld

MEET THE OFFICERS

PRESIDENT — C. Lindzey Nicholson II
Address: % Pass & Seymour Inc.,
Syracuse, N. Y.

Mainly through his efforts, the Lightning design was originated and the class organization formed. He sails Lightning No. 42 with the Skaneateles Country Club Fleet and was one of the crew for No. 35, the 1939 National Lightning Champion. Consult him on all matters of class policy and association events.



VICE-PRESIDENT — John L. Koehne
Address: 161 E. 79th St., New York City

The energetic Treasurer of the Cedarhurst Yacht Club, who is also Secretary of the Lightning Class Fleet No. 2, has been one of the big reasons for the widespread growth of the class on the south shore of Long Island. His own No. 16 took second place at Great South Bay Race Week last year.

VICE-PRESIDENT — Gilbert L. Wolfe
Address: 1165 Waverly Pl., Schenectady, N. Y.

Lake Delta, N. Y., is his home fleet. His fine reputation in Central New York yachting circles and his enviable record as a competitor, has meant much to Lightning growth.



SECRETARY and TREASURER — E. Gordon Cronk
Address: 251 W. Fayette St., Syracuse, N. Y.

Most of the printed matter, fleet mail and information for publicity comes out of this office. For all general information, fleet information, fleet charter applications, literature, membership, applications, payment of Association dues, and plans, write to the Secretary and Treasurer.

All of the officers of the Association serve without compensation. None of them has any financial interest in any concern building boats or making sails, or manufacturing boat fittings or supplies.



CHIEF MEASURER — Judge L. Stauffer Oliver
 Address: Room 487, City Hall,
 Philadelphia, Pa.

One of the most important offices in any sailboat class organization is that of Chief Measurer, and Judge Oliver is a seasoned sailor whose qualifications of keen legal mind, impartiality of judgment and accuracy of detail make him exceptionally fitted to the work he so capably performs. The success of the class in its first short season, not only on Barnegat Bay where he sails with Fleet No. 3, but throughout the country, is owed to the Judge. Much of the future success of Lightning as a one-design class is in his hands. Write to him on all questions about measurers and measurement and the certificates which qualify your boat for all association-sanctioned competition.

OFFICIAL MEASURERS

CALIFORNIA
 JOHN DE POLO 627 Eff St., Petaluma

DISTRICT OF COLUMBIA
 LESLIE WRIGHT c/o Reconstruction Finance Corp.,
 903 Hill Bldg., Washington

FLORIDA
 PEMBROKE HUCKINS Ft. Forest Street, Jacksonville
 WIRTH M. MUNROE Main Highway, Coconut Grove
 G. A. STILLSON 2229 20th Ave., S., St. Petersburg

ILLINOIS
 B. W. GEORGE Boxmakers Inc., 2555 W. Diversey Blvd., Chicago

MAINE
 JOHN ROSS CAMERON P. O. Box 125, Portland

MICHIGAN
 FLOYD M. BEVINS 314 Odette St., Flint

NEW JERSEY
 HON. FLOYD P. AYRES Bay Head
 NICHOLAS FERRARA c/o Monmouth Lumber Co.,
 79 Central Ave., Red Bank

NEW YORK
 DUNCAN ARNOLD Montauk Highway, West Islip
 HENRY M. DEVEREUX 295 City Island Ave., City Island
 MALCOLM D. McNAUGHTON The Carrier Corp., Syracuse
 OSCAR MARTH 768 Grand Ave., Rochester
 HORACE C. MONTGOMERY, JR. Jefferson Co. Nat. Bank Bldg., Watertown

OHIO
 RUSS SCHULER Russell Point

PENNSYLVANIA
 CLAYTON E. JENKINS 913 E. Girard Ave., Philadelphia

WISCONSIN
 EDWARD BRISMATER Oshkosh Yacht Club, Oshkosh

THINGS YOU WANT TO KNOW

The designers of the Lightning plans have assigned all rights and title to the Lightning Class Association and plans may be purchased only through the Secretary of the Association. The fee for each and every boat built is \$15.00, which includes the assignment of one racing number. Payments are made direct to the Treasurer of the Association. The plans themselves consist of blue prints of the lines and offsets, construction drawings, sail plans, detailed spar drawing, and rigging details. The new book "Building the Lightning" by Rufus G. Smith, is now supplied with each set of plans.

The Lightning Class Association has no interest in, or affiliation with, any professional yacht builder, and plans are available to amateur and professional builders alike. Several professional builders are offering Lightning, complete and ready to sail, for immediate delivery, at prices in the neighborhood of \$550.00. Other builders are offering knock-down sets or parts in kit form to amateurs who prefer to assemble and finish their own boats.

Regardless of whether the boat is built by professional or amateur, the yacht, its spars, rigging and sails must conform strictly throughout with respects to design, weight, dimensions, construction and material to the official plans and specifications of the Lightning Class Association, to be considered eligible to the Lightning Class.

At current prices at time of publication, a safe estimate for the cost of materials the amateur would have to buy is approximately \$200.00, exclusive of sails. Sails are available at prices ranging from \$45.00 to \$90.00 for jib and main, and spinnakers range from \$33.00 to \$45.00. For supplies of materials, sails or complete boats refer to the advertising pages in the back of this Yearbook and in the columns of the boating magazines, such as Yachting, Rudder, Motor Boating or Motor Boat.

Membership in the Association is open to any owner of a Lightning. The dues are \$3.00, payable annually to the Treasurer of the Class, E. Gordon Cronk, 251 W. Fayette St., Syracuse, N. Y. A membership card will be issued and sent upon receipt of this payment. Application for membership should state owner's name, address (resident and summer), sailing location, boat number and fleet affiliation, if any. Associate memberships, open to crew members who do not own boats, are \$1.50 annually.

Fleet will be granted charters upon application to the secretary of the Association. Only three Lightning boats in any one sailing location not already having a Lightning Fleet, are required for fleet organization. Charter application blanks are available from the Class Secretary.

Additional measurers will be appointed promptly, and the list will be added to from time to time during the summer.

If you want to have your boat measured, please at once contact the measurer in your territory. If there is none, please advise the Chief Measurer of the Association, letting him know where your boat will be available for measurement and how many other Lightnings, awaiting measurement, are in, or close to, that immediate location.

NOTE TO BUILDERS AND SAILMAKERS

The association will refuse to issue a number or grant a measurement certificate to any yacht on which the royalty has not been paid or which was not built by a recorded owner of official Lightning Class plans.

PLANS—Plans are not transferable. They are sold subject to the terms and conditions of the notice thereon. Plans and specifications are subject to annual revision, only as provided in Constitution and By-Laws. The responsibility of keeping advised as to these annual revisions rests with the purchaser of plans and specifications. Never copy another Lightning.

ROYALTIES—A royalty, or number tax, must be paid by the builder to the association on each Lightning built. A royalty must also be paid by the sailmaker on each suit of sails made, amounting to 40 cents on jibs, 60 cents on main-sails and 60 cents on spinnakers.

PROTECTION OF NAME AND EMBLEM—No boat may properly be sold, or entered in any race, as a "Lightning", or at any time display the Lightning emblem upon its sails or otherwise, unless the number tax or royalty on such boat has been paid to the association by the builder or owner thereof. For the benefit of owners, and prospective owners, the association proposes to take whatever steps may be necessary to protect both the Lightning name and emblem from any unauthorized use.



MEASUREMENT INFORMATION

By L. S. OLIVER, *Chief Measurer*

After careful study, we have started to appoint official measurers for the Association at the various points where there is a present and active demand for their services. The men appointed are well qualified for their work and have all been highly recommended.

Due to the desire of the Association to restrict the class to boats which conform strictly throughout to the official plans and specifications, we have prepared a complete set of "Instructions to Measurers", accompanied by an explanatory blueprint. Copies have been sent to all our measurers, together with copies of the recently carefully checked and revised plans and specifications. We are also sending to each measurer a set of gallows frames especially designed and constructed to facilitate and make possible the accurate measurement of Lightnings upon floors which may not be level or even.

Due to the care and precision with which the work must be done, and the amount of detail involved, the Association has fixed the measurement fee, all of which goes to the measurers, at not to exceed \$10.00 per boat plus traveling expenses, if any are involved. We believe that to be a very reasonable charge for the highly skilled and substantial service required.

No boat is eligible to participate in any recognized Lightning Class races, or in any elimination races, until it has been officially measured and its owner has received a measurement certificate for that boat from the Association.

Our class is new and we are all interested in having it develop along sound, consistent lines. We, therefore, ask you to cooperate and to insist that boats seeking to participate in any races, or elimination series, present their official certificates. If the lack of a certificate is due solely to the fact no official measurer is located within reaching distance, please at once send full details to our Chief Measurer and he will cooperate promptly to remedy that situation.

In the case of builders who have built or propose to build Lightnings in volume, we intend to arrange to have their boats measured by an officially authorized measurer for the Lightning Class located in their vicinity. If you purchase a boat

from a professional builder who is building on a quantity basis and desire to obtain a measurement certificate, we suggest that you ask the builder to furnish an official certificate of the Association. That will avoid the necessity of having your boat measured locally. Even though you do not intend to race, we recommend that you obtain your measurement certificate.

Everyone knows in a general way the benefits all Lightning owners derive from the fact that "Lightning" has been firmly and rapidly established as a sound one-design class. It is known in this country wherever boats are sailed. Even owners who do not race enjoy the benefit of the reputation and popularity which Lightning has earned. But those good things have not come without effort—tremendous effort on the part of a few and fine cooperation from many. We hope all owners will recognize that the benefits of a sound one-design class cannot be maintained unless they do their part and live up to the essential obligations of the class. We ask your fullest cooperation.

On a Reach to the Mark at the First National Championships



THE FIRST NATIONAL CHAMPIONSHIPS

Members of the Lightning Class always will remember with pride the first National Championships—not alone for the fine sailing and the fine entertainment which was truly enjoyed, but for the fact that there *was* a National Championships held in a class where the first boat was publicly less than eight months old. This is something of a record in itself.

At the invitation of the Bay Head Yacht Club, headquarters of the Barnegat Bay Lightning Fleet, the waters of this famous east coast sailing center became the site for the regatta on September 9 and 10. Although membership in the class was spreading rapidly to many sections in the east, south and middle west, and the first fleet was to be found in central New York, the Barnegat Bay Group was the earliest large concentration of Lightning owners. Some of the enthusiasm typical of that which is bringing the Lightning Class such record-breaking growth, is reflected in the attendance at the Bay



Winner of First National Regatta at Bayhead, N. J. John S. Barnes, skipper, center; C. L. Nicholson, left, and George Barnes, right.

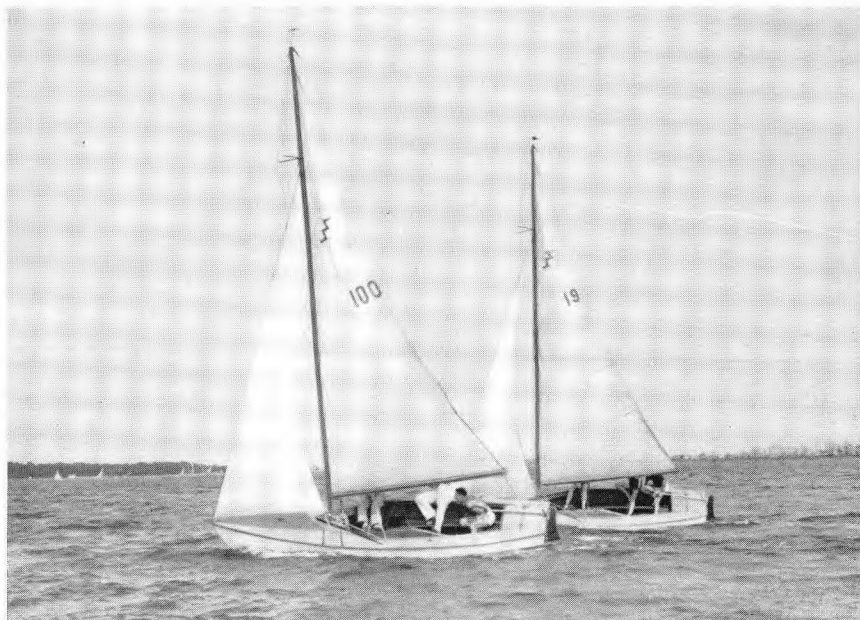


Head event of several Lightning owners from distant points—one from as far away as Portland, Maine.

In addition to Bay Head Yacht Club Commodore E. L. Loblein, the Regatta Committee consisted of Paul Downing, Chairman; Rowland Hazard, Edwin F. Dodge and Philip Van Duyne, all of Bay Head Yacht Club, and E. Gordon Cronk, representing the Association. To them, due honor must be paid for the completeness and smooth functioning of the arrangements.

While the official rules governing National Championships, adopted the preceding April at the second meeting in Skaneateles, provided a quota of two entries from each fleet of more than ten and one entry from those fleets less than ten boats in number, the newness of the class and lateness in fleet organization prevented strict adherence. Of the few fleets which had received their charters, only two had been organized long enough to hold a full season's schedule.

Following is the official entry list showing boat number, skipper and hailing port, arranged in order of final point stand-



ing and listing the place of each boat in each of the three races.

(*Note:* The point score is figured, according to Article VI—Conditions Governing Race—Section 9 of the Rule Governing National Championships. See Page 72 of this Yearbook.)

<i>Boat No.</i>	<i>Owner or Skipper</i>	<i>Place Each Race</i>			<i>Points</i>
35	John S. Barnes <i>Skaneateles, N. Y.</i>	1	1	1	42
102	John C. Hirst <i>Mantoloking, N. J.</i>	3	6	2	34
125	Austin K. Smithwick <i>Portland, Me.</i>	4	5	3	33
17	Howard O. Wood, III <i>Lawrence, L. I.</i>	10	2	4	29
10	Peter Bentley, IV <i>Red Bank, N. J.</i>	2	3	14*	25
100	Wm. W. Sproul <i>Bay Head, N. J.</i>	8	8	5	24
36	George T. Buchan and Paul Walters <i>Washington, D. C.</i>	12	4	7	22
89	L. Stauffer Oliver <i>Bay Head, N. J.</i>	6	9	8	22
33	E. D. Parrish <i>Brigantine, N. J.</i>	5	10	10	20
21	Oren M. Ragsdale <i>Mantoloking, N. J.</i>	7	7	11	20
16	Richard S. Koehne <i>Lawrence, L. I.</i>	9	14	6	16
135	J. Horton Ijams <i>Lawrence, L. I.</i>	13	12	9	11
164	John W. Orelup <i>Bay Head, N. J.</i>	11	11	13	10
19	Louis Tranger <i>Bay Head, N. J.</i>	14	13	12	6

*Did not finish 3rd race.

The first race, for which there was a good wind, was held at 3:30 p.m. Saturday. The second and third races, held at 10:30 a.m. and 2:00 p.m. on Sunday enjoyed stiff to moderately stiff breezes. Not a single foul or protest marred the series.



Part of the Fleet at the National Championship Regatta, Bayhead, N. J.

●

No. 35, skippered by John S. Barnes of Skaneateles and crewed by George Barnes and C. Lindzey Nicholson, II, captured the Championship by sailing to three straight first places. Dr. John C. Hirst, hailing from the Montoloking Y. C. and season champion of the local Barnegat Bay Fleet, placed second with his No. 102 by virtue of a third, sixth and second.

Austin K. Smithwick with No. 125, who was farthest from his home moorings at Portland, Maine, finished only one point behind 102, while Howard O. Wood, with No. 17 from Cedarhurst, Y. C., Lawrence, Long Island, had a 4-point margin for 4th place over Peter Bentley IV of Red Bank, N. J. who outran his luck with a spill in his No. 10 in the final race after sailing to a close second and third in the first two heats.

The visiting skippers and their crews were entertained at a cocktail party and dinner dance at the Bay Head Yacht Club on Saturday evening. The hospitality of the Barnegat Bay sailors was voted equal in every respect to the fine competition which officially closed a most successful first season.

LIGHTNING'S 1940 NATIONAL CHAMPIONSHIPS

As the Yearbook goes to press, plans are not yet complete for the second Lightning National Championships, but talk is heard on every hand of the event which will be held at the Riverside Yacht Club, Riverside, Connecticut, August 28, 29 and 30.

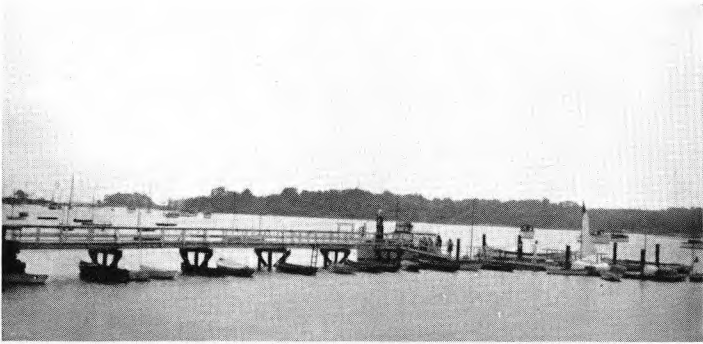
The Western Connecticut Lightning Fleet which, early in the season boasts a total of 19 boats, will be the host fleet, and due to the tremendous growth of the Class during the past year and the increase in fleets of which many are near Riverside, a large representative field is expected to be found on the entry list.

According to Carroll Y. Belknap, Secretary of the host fleet, starting times have been set for 12:30 p. m. each day—the early hour being arranged so that postponements can be made if wind conditions are not favorable. The first race will be held on Wednesday, with the final race on Friday—just in time for those who wish to enter the Long Island Sound Y. R. A. Regattas which start the next day.

The Long Island Sound Y. R. A. Regattas will be open to all Lightnings entered in the Nationals. Seawanhaka Corinthian Yacht Club, straight across the Sound from Riverside will hold the regatta on Saturday, August 31. The Sunday and Monday regattas, September 1 and 2 will be held by Larch-

Riverside Yacht Club, Riverside, Connecticut





Dock and Mooring Site for the 1940 National Championships, Riverside, Conn.

mont Yacht Club within easy reaching distance from Riverside.

An interesting prelude to the Lightning Regatta is the inter-fleet race between the Lightning sailors of Cedarhurst and Riverside. The meet will be sailed on the week-end before the Nationals over the course of the Riverside club. Since a good portion of the Lightning sailing skill in the vicinity of Long Island Sound may be found in these two fleets, the race should be keenly contested.

While the number of Lightning fleets has been growing rapidly, many of the newer fleets have not had sufficient time to organize a season schedule for qualification according to the racing rules of the Association. On the other hand, there are many isolated Lightning owners without fleet affiliation, and yet are entitled to a chance for entry at Riverside. No definite announcement has been made, but it is probable that the rules will be relaxed somewhat again this year to guarantee fair representation and an adequate entry list.

Entertainment plans are in the hands of the Regatta Committee of the Riverside Y. C. and the visiting Lightning skippers are assured plenty of fine entertainment. Guest tickets to all formal functions will be issued to the class officers and contestants. There will be moderate charges to other members of the class and their friends, and they will be heartily welcomed. Rooms will be available at Riverside and at Old Greenwich, the next town, at low rates. Meals will be served at the Riverside Yacht Club. Observation Yachts will be available for all visitors who wish to follow the races.

FLEETS

Newness of the class and the fact that many Lightning owners did not have their boats in the water until the 1939 season was well along prevented the organization of fleets on any extensive scale last year. As the 1940 season opens, organization is proceeding rapidly, and there will be a number of active fleets in many of the principal sailing areas of the country. Unfortunately, the early publication of this yearbook makes it impossible to include listings of fleets now forming. Those who are interested in knowing the location of new fleets may obtain this information from the Class Secretary. The Association wishes to urge all non-organized groups of Lightning owners to make their fleet plans as early as possible this season so that complete listings may be given in the Yearbook for 1941. The following is a summary of fleets as chartered up to June 1, 1940.

●

No. 1

SKANEATELES COUNTRY CLUB

Skaneateles Lake, N. Y.

Captain—John S. Barnes, Skaneateles, N. Y.

Secretary—G. S. Blythe, 718 Onondaga Ave., Syracuse, N. Y.

MEMBERS (5)

No. 1—Gordon Cronk

No. 101—G. S. Blythe &

No. 35—John S. Barnes

John P. Kipp

No. 42—C. Lindzey Nicholson II

No. 162—J. A. Bentley

ACTIVITIES

The Skaneateles Lightning Skippers take a certain amount of pride in being the first chartered Lightning fleet—and a very active one last season—even though the membership of five has been dwarfed by several newer fleets. During the 1939 season races were held each Saturday with informal competition on Sundays. Just missing a "believe-it-or-not", Lightning number one almost became number one boat in fleet number one when Gordon Cronk's "Blitzen" finished the season runner-up to No. 35 skippered by John Barnes. Fleet Champion No. 35 proved worthy of the honor by going on to capture the National Championship at Bay Head, thereby becoming first National Champion of the Class. All five boats in the Skaneateles



C. N. Y. Y. R. A. Regatta at Canandaigua, N. Y.

les Fleet were entered at the Central New York Y. R. A. Regatta at Canandaigua, August 10, 11 and 12.

Plans for the 1940 season include a racing schedule on both Saturdays and Sundays, with participation in nearby regattas as well as the District and National Championships. Several members are planning to attend the Central New York Y. R. A. Regatta on Cayuga Lake, and the Central New York District Lightning Championships at Lake Delta, Rome, N. Y. Rumors of a challenge from the Lake Delta Club Fleet may develop into an inter-club set-to before the season ends. The Skaneateles Fleet will gain at least one new member this season when it welcomes O. M. Ragsdale, Boat No. 21, who sailed with the Barnegat Bay Fleet last year.



No. 2

CEDARHURST YACHT CLUB

Lawrence, Long Island (South Shore)

Secretary—John L. Koehne, 161 E. 79th St., N. Y. City

MEMBERS (9)

- | | |
|--------------------------|-------------------------|
| 13—W. Leicester Van Leer | 18—S. Trevor Pardee |
| 14—William Chisolm | 24—Geo. W. Benkhardt |
| 15—Douglas Dimond | 135—J. Horton Ijams and |
| 16—John L. Koehne | Dr. Harold Pardee |
| 17—Howard O. Wood III | 375—B. J. Van Ingen |

ACTIVITIES

The Cedarhurst Lightning sailors lay claim to being the first Lightning Fleet in the country to hold regular racing series. The competition last season was so keen that five of the seven boats made the trip from Cedarhurst to Larchmont to participate in Larchmont Race Week in hopes of outside competition. They found it in the person of Drake Sparkman, Jr., whose No. 5 showed the way to Cedarhurst's Fleet Champion Trevor Pardee. But they did have the satisfaction of beating the Shamrock Fleet of Cape Cod consistently over the same course. The variable and light breezes of the Sound presented a new problem to Cedarhurst's South Shore sailors who were accustomed to steady ocean breezes of fair intensity. At Great South Bay Race Week in early August the wind was strong enough to dismast several Stars, but the Lightnings came through without casualty. In the regular club series which extended from June 30 to Sept. 12, a total of 37 races ended with S. Trevor Pardee's "Blue Bolt" (No. 18) the Champion and "Vigilante" (No. 17) skippered by Howard O. Wood III in the runner-up position. W. L. Van Leer's No. 13 and John L. Koehne's No. 16 took first and second respectively at Great South Bay, while Trevor Pardee's No. 18 finished behind Drake Sparkman's No. 5 at Larchmont. Nos. 16, 17 and 135 had an enjoyable time at the National Championships at Bay Head, with No. 17 bringing back a second place pennant.

With Lightning growing in popularity on the South Shore, at least eleven boats are expected in the fleet for the 1940 season. Present plans include a special series for older members in addition to the regular series. For outside competition





the Fleet is looking forward to Larchmont Race Week and Great South Bay Race Week, as well as participation in the Nationals where the neighboring Western Connecticut Fleet will act as hosts. One of the features of the coming season will be the inter-club rivalry between the Lightning sailors of Cedarhurst and Riverside. Serving as an interesting preface to the National Championships at Riverside, the two fleets will sail it out on August 21 over the Riverside Y. C. course.



No. 3

BARNEGAT BAY LIGHTNING CLASS FLEET

Upper Barnegat Bay, N. J.

Secretary—L. Stauffer Oliver, 487 City Hall, Philadelphia, Pa.

MEMBERS (6)

19—Louis Tranger	102—Dr. John C. Hirst
21—O. M. Ragsdale	164—John W. Orelup
100—Wm. W. Sproul	383—Hon. L. Stauffer Oliver

ACTIVITIES

With headquarters at the Bay Head Yacht Club, Bay Head, N. J., the Barnegat Bay Lightning sailors were informally organized early in the summer of 1939, some time prior to the filing of the charter application, and held a series of races at Bay Head and Mantoloking, N. J., every Sunday afternoon. As it was too late in the season for the class to be placed on the racing schedule of the Barnegat Bay Y. R. A., the regatta

committee of the Bay Head Y. C. very kindly sponsored the Lightning Class races and awarded cups for first, second and third places, based on the ratings for the season. Lightning races started each week ten minutes after the start of the G-boat race, the "Governor's Class" designed by C. W. Mower primarily for racing. While the G-boats showed a slight superiority in speed in light winds, they lacked the stability of the Lightning boats and also the roomy cockpit accommodations afforded in Lightning's design. During the season a number of G-boats capsized; but not a single Lightning went over, either during the races or at any other time, although one race was held in a 35-m.p.h. wind, as measured by the government instruments at Bay Head. This record was all the more remarkable as several of the Lightning skippers and their crews were almost wholly lacking in sailing experience. Although only six of the boats participated in the races, there were ten Lightnings sailing in Upper Barnegat Bay by the end of the summer. Dr. John C. Hirst's "Anyhoo" (No. 102) crewed with Mrs. Marjorie N. Hirst and John C. Hirst 2nd, took championship honors for the season. "The Sally"—Wm. W. Sproul's No. 100—crewed with Harold Van Wort and Taylor Cole, was in second place. Stand-out event for the Barnegat Bay Lightning season was the First National Lightning Championships which were held over the course of the Bay Head Y. C. on Sept. 9 and 10. All of the six Barnegat Bay boats participated in the Championships, and Dr. Hirst's local champion No. 102 captured second place by virtue of a third, sixth and second in the three heats.

The Barnegat Bay Y. R. A. has recognized the Lightning Class and has made a place for it in the regular Saturday after-





noon series of ten races sponsored by the Association for the 1940 season. The races will be held at the various yacht clubs on Upper Barnegat Bay. Many classes will participate, including E-sloops, Stars, G-sloops, Lightnings, Catboats, Comets and Sneakboxes. It is essential that a boat participate in at least eight of the races held for its class, in order to obtain official rating. One of the reasons which induced the Association to give prompt recognition to the Lightning Class was the fact that all six skippers had their boats out regularly for the 1939 Saturday afternoon races, regardless of weather conditions. The concensus of opinion was that such enthusiasm deserved encouragement. In addition to the Association racing program, a series of ten races for Lightnings will be held at Bay Head on Sunday afternoons under the sponsorship of the Bay Head Yacht Club. Owners of Lightnings will, therefore, be assured of opportunity to race every Saturday and every Sunday during the season. From present indications, at least fifteen Lightnings will participate.



No. 4

LAKE DELTA YACHT CLUB

Lake Delta, Rome, N. Y.

Captain—Delos Humphrey, Croton St., Rome, N. Y.

Secretary—Jack Goosetrey, Whitesboro, N. Y.

MEMBERS (6)

32—Gilbert L. Wolfe

87—E. Sawyer

82—Dr. John F. Box

230—John Goosetrey

86—Ivar Ringdahl

393—Delos Humphrey



ACTIVITIES

Thirteen official races were held by the Lake Delta Fleet last season and by virtue of 4 firsts, 8 seconds and a third, Jack Goosetrey's No. 87, "Bubbles" became the champion. The Whitesboro skipper had Dr. W. Abrams and J. Atkinson as his crew. Finishing a close second for the season's series with 5 firsts, 4 seconds and 2 fourths, Ivar Ringdahl's "Viking", No. 86, nosed out the former Central N. Y. Comet titleholder, Gilbert Wolfe who placed third. In addition to the thirteen official races, eleven more "unofficial" races were held with the boats holding about the same positions. All four Lake Delta Lightnings entered the Central New York Y. R. A. Regatta at Canandaigua.

With Lake Delta's 1940 season starting on Saturday, May 18 and three official races scheduled for every weekend, the Rome skippers will have a total of approximately sixty races. The season is divided into four parts, with flags to be awarded for first, second and third places for each series. The Champion will be awarded a trophy, based on his results over the four series. National Championship elimination races are to be worked out by a schedule still to be arranged. The original fleet of four boats will be augmented by two this season, and it is possible that still two more may be added before the initial gun is fired. A feature of Lake Delta's season—and one of the reasons why Lightning interest is at fever pitch in the Rome sector—will be the sponsorship of the Central New York District Lightning Championships on July 12 and 13. This is the first District Championship meet to be sanctioned by the Lightning Class Association and is expected to draw upwards

of 35 entries. Because the Lightning Class 1939 National Champion and titleholders in the Comet and Snipe classes are expected to enter, the Lake Delta event is being publicized as the "race of champions." According to present plans, a perpetual District Championship trophy will be donated by the Lake Delta Club. A District Championship flag will be given to the winner by the Association.



No. 5

CHICAGO CORINTHIAN LIGHTNING FLEET

Montrose Harbor, Chicago, Ill.

Secretary—Frank N. Rosulek, 535 W. Cornelia, Chicago, Ill.

MEMBERS (8)

107—E. Rinker, R. Butler and J. Bishop	191—W. S. Hatch 192—C. B. North
108—F. N. Rosulek	330—Myron Steinberg
115—Dickson Humphreys	331—Dr. T. A. Howland
332—Charles Mohn	

ACTIVITIES

The Chicago Corinthian Fleet is one of the several new Lightning Fleets which will have its first official season in 1940, having received a charter in January. F. N. Rosulek (108), W. S. Hatch (191) and C. B. North (192) were the charter members who lost no time in adding six more Lightning sailors for the season's opening. Several more fleet members





are in prospect and with the class growing so rapidly in the Chicago area, the Corinthian Club group hopes to have one of the largest Lightning Fleets in the country before the 1940 season closes. First organization meetings were held in the homes of members, but with the growing attendance, Dr. Sidney Deutch arranged for a new meeting place in the Garland Building. A very successful plan used by the original membership to promote interest in the class and in the Corinthian Fleet was the booth which was maintained at the Chicago Boat Show. One of the club members was in attendance at the booth each evening to talk to those interested in the class, photographs were displayed along with several cups which had been donated. Present plans provide for starting the official racing season on June 2, which is the starting time for the Snipe Class at the club. There will be one race each week, alternating on Saturdays and Sundays, with the preparatory gun on Sunday at 1:35 p. m. and on Saturday at 2:35 p.m. The days and time are being alternated in order to allow the maximum number of boats to race.



No. 6

HOUSATONIC BOAT CLUB

(Long Island Sound) Stratford, Conn.

Secretary—F. C. Dazley, 186 Lordship Rd., Stratford, Conn.

MEMBERS (3)

137—I. R. Peterson

140—R. A. Watt

141—F. C. Dazley

ACTIVITIES

Three races were sailed by the fleet during the 1939 season, and F. C. Dazley's "Linda D" (No. 141) was named the fleet champion by virtue of two firsts and a second place in the three cantos. Ira Petersen's "Mary Jane" (No. 136) was declared runner-up with a first and a third. A similar schedule of three races is being planned for the current season. The dates of these races have not been announced since the schedule has to be arranged to avoid conflict with the Walter Wheeler Memorial Races. It is expected that the fleet will be represented at Riverside, for the National Championships.



No. 7

WESTERN CONNECTICUT LIGHTNING FLEET

(Long Island Sound) Riverside, Conn.

Captain—Russell J. Nall, Riverside, Conn.

Secretary—Carroll Y. Belknap, 285 Madison Ave., N. Y. City

Treasurer—Irvin A. Sprague

MEMBERS (18)

249—Ryo Arai	289—J. M. Trenary
250—De Haven Ross	258—C. M. Patton
251—Russell J. Nall	259—Theodore D. Helprin
252—Irvin A. Sprague	260—J. A. Gorby
253—R. A. Kidder	261—Lucile Hall
254—Carroll Y. Belknap	262—Robert A. Norton
255—George A. Round	263—H. W. Buck
256—Wm. Siegrist, 3rd	264—Donald Tinkess
257—D. M. Bellen	293—J. A. Catlin

ACTIVITIES

The Western Connecticut Lightning Fleet, not even in existence last year, opens the 1940 season with 19 members and thereby lays claim to being the largest Lightning fleet. Its home club and sailing course will be the scene of the 1940 Lightning National Championships in August.

Located in one of the most active sailing centers of the east coast, Long Island Sound, the members of this fleet have plenty

of opportunity for competition. The fleet itself has races scheduled for each Sunday during the 1940 season off Riverside, with an elimination series to select entries for the Nationals. In addition, there will be regular training and scheduled races for juniors on week days throughout the 1940 season. Many individuals in the fleet will participate in the Long Island Sound Y. R. A. regattas on Saturdays during the season. On the week-end preceding the National Championships, the fleet will engage in an inter-fleet competition with members of the neighboring Cedarhurst Y. C. Lightning Fleet.



No. 8

DELAWARE RIVER YACHT CLUB

Torresdale, Pennsylvania

Secretary—J. E. Borton, 257 E. Girard Ave., Philadelphia, Pa.

MEMBERS (3)

226—J. E. Borton

303—Frank H. Riepen

318—Geo. L. Smith, Jr.

ACTIVITIES

Due to construction delay, the Delaware River Y. C. fleet will not have all three boats of the charter members in the water until late in the season, but there are prospects of several additional members at that time which will greatly stimulate fleet competition. No. 303 is expected to be ready about June 1st, and No. 318 will follow six weeks later. No. 226 is not expected to be ready until mid August.





Through the kindness of Mr. William Zimmerman, one of the older Club members, the fleet now has a high point trophy. This trophy, known as the A. B. Cartledge Memorial Trophy was originally donated by Mr. Zimmerman for the Star Fleet which for several years has been inactive. It has now been changed to a Lightning Trophy and will be a perpetual high point award.



No. 9

CRESCENT YACHT CLUB

Chaumont Bay, N. Y., Lake Ontario

Secretary—John R. Willmott, 304 Mullin St., Watertown, N. Y.

MEMBERS (4)

79—Delos M. Cosgrove

84—William R. Adams

80—William Hardiman and
John R. Willmott

132—Frederick Moore and
William Moore

ACTIVITIES

Chaumont Bay's official racing season opens on Memorial Day with competition for all classes at the Crescent Yacht Club. Races for the Lightning Fleet Championship will be sailed Saturdays and Sundays except on such week-ends as are in conflict with certain regattas.

During June, the fleet will entertain two or three crews from the Delta Y. C. for a schedule of inter-fleet races. Crescent sailors were the guest of the Lake Delta skippers last September. On July 4th, several boats from the Onondaga Y. C. are expected. This date has been the occasion of inter club Snipe races for the past few years, and this year it is expected that



Opening the 1940 Season at Crescent Yacht Club

members of Onondaga's new Lightning Fleet will be in the visiting party. At least one boat will represent the fleet at Lake Delta in July for the Central New York District Lightning Championships.

No. 10

ONONDAGA YACHT CLUB FLEET

Liverpool, N. Y. (Onondaga Lake)

Secretary—L. M. Browne, 608 Vine St., Liverpool, N. Y.

MEMBERS (3)

222—L. M. Browne 400—Floyd E. Reeves
410—Eldred Smith

ACTIVITIES

No definite plans have been formed for this recently chartered fleet. It is expected that there will be additions to the charter group before the season is under way.

No. 11

NORTH SHREWSBURY LIGHTNING FLEET

Red Bank, N. J. (Shrewsbury River)

Secretary—Peter Bentley IV, 229 Broad St., Red Bank, N. J.

MEMBERS (3)

10—Peter Bentley IV 41—Edmond Bruce
and Robert Bentley 173—Wm. C. Opferman

ACTIVITIES

Plans for the season have not been announced.



No. 12

BUFFALO LIGHTNING FLEET

Point Abino, Ontario, Canada

Secretary—Thomas M. Jones III, 97 Marquette Ave., Kenmore,
N. Y.

MEMBERS (3)

28—Thomas M. Jones III 388—Robert C. Montgomery
354—Dwain E. Weaver

ACTIVITIES

Starting with No. 28 as the sole Lightning representative at the 81-year old Buffalo Canoe Club last year, three Point Abino sailors are starting their first year as an officially chartered Lightning Fleet. They will be joined by a fourth member by the time their racing schedule gets under way and others at the Club are exhibiting great interest in the class. All those in the fleet, with the exception of "Cygnet" (No. 28) will be new boats and first-year Lightning sailors. Though the club is located 18 miles to the west in Ontario, Canada, the membership consists exclusively of Americans living in Buffalo, N. Y. The Club Fleet Captain has granted the Lightning Fleet a separate class standing as an individual class among about 40 or 50 sailboats of various classes. The season's racing schedule is not complete as yet, but the fleet members are looking forward to an active season and hope to have an entry ready for the Nationals at Riverside.



No. 13

MAYFIELD YACHT CLUB

Mayfield, N. Y. (Sacandaga Reservoir)

MEMBERS (3)

74—Kurt Schaefer 362—V. Booth Stratton
274—James J. O'Neill

ACTIVITIES

This fleet, not in existence last season, has been formed so recently that plans for 1940 are not complete as yet.



No. 14 CENTERBOARD CLUB FLEET

Portland, Maine

Secretary—Austin K. Smithwick, 102 Exchange St., Portland, Me.

MEMBERS (3)

4—Phillip A. Davidson 104—Nancy West
125—Austin K. Smithwick

ACTIVITIES

While the regular season starts the latter part of June and ends the last week in August, a tune-up series starts in May.

Austin Smithwick, the Fleet Secretary (No. 125), was entered in the first National Lightning Championship at Bay Head last year, and placed third in the point total for the series while achieving the distinction of being the competitor who came from the longest distance.



No. 15 FAIR HAVEN BAY FLEET

Little Sodus Bay, Lake Ontario, N. Y.

Secretary—Dr. Joseph B. Riley, Oswego, N. Y.

MEMBERS (4)

179—R. A. Downey, Jr. 182—Hon. D. P. Morehouse, Jr.
180—Dr. Joseph B. Riley 000—E. V. Whitbeck

ACTIVITIES

This fleet, non-existent in 1939, is composed entirely of new Lightning sailors. No plans for the season had been formed at the time of charter application.

DIRECTORY OF OWNERS

as of June 1, 1940

This list is as complete and accurate as possible from the Association records on the above date. Many numbers are assigned to builders and these are transferred to dealers and private owners as the boats are completed. While builders and dealers are cooperating with the Association in notifying the Association of such transfers, the reports are often delayed. If some present private owners find their boat number still recorded in the name of a dealer or builder, it is because the report has not reached the Association Secretary in time for correction on this list. Private owners are asked to write the Association Secretary as soon as possible and note all corrections in names, numbers, addresses and sailing locations, so that subsequent lists may be more nearly correct. Forms have been distributed with all Association mailings for the purposes of checking and correcting this information. Numbers higher than the last one shown on this list have been issued after the Yearbook went to press. Lists showing additional numbers, transfers and corrections are available from the Secretary on request.

NOTE: Where the owner's sailing location and fleet affiliation is known, this information is shown in *italics*, on the line directly under the owner's name. Summer address of owner, where known, is shown in *italics* on the line under the owner's winter address.

Boat No.	Name of Owner	Address
1	Gordon Cronk <i>Skaneateles Lake (1)</i>	Elizabeth St., Skaneateles, N. Y.
2	Nelson Bearse <i>Nantucket Sound</i>	Centerville, Mass.
3	Edgar P. Harrison	134 Sterry St., Pawtucket, R. I.
4	Phillip A. Davidson	147 Preble St., S. Portland, Maine
5	Thomas E. Hicks	108 Mercer St., Princeton, N. J. <i>(Royal Oak, Maryland)</i>
6	Thompson Bros. Boat Co.	Peshtigo, Wisconsin
7	Red Bank Marine Works	Red Bank, N. J.
8	Henry L. Backus	Vernon View, Savannah, Ga.
9	John Hallet	Old Mill Road, Greenwich, Conn.
10	Peter Bentley IV Robert Bentley <i>N. Shrewsbury River (11)</i>	229 Broad St., Red Bank, N. J.
11	W. L. Gittings	Racine, Wisconsin
12	George B. Coale <i>Raritan Bay</i>	225 Canterbury Rd., Westfield, N. J.
13	W. Leicester Van Leer <i>Atlantic Beach Bay (2)</i>	Willow Way, Lawrence, L. I.
14	Wm. G. Chisolm <i>Great South Bay (2)</i>	441 E. 84th St., New York City <i>(Willow Way-Lawrence, L. I.)</i>
15	Douglas M. Dimond <i>Great South Bay (2)</i>	1 William St., New York City <i>(Willow Way-Lawrence, L. I.)</i>
16	John L. Koehne Richard S. Kohene <i>Great South Bay (2)</i>	161 E. 79th St., New York City <i>(272 Victoria Pl., Lawrence, L. I.)</i>

Italic type indicates sailing location, fleet number and summer address

<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
17	H. O. Wood, Jr. <i>Great South Bay (2)</i>	136 E. 79th St., New York, N. Y. (<i>Cedarhurst, L. I.—Box 58</i>)
18	S. Trevor Pardee <i>Great South Bay (2)</i>	133 E. 80th St., New York, N. Y. (<i>Lawrence, L. I.</i>)
19	Louis Tranger <i>Barneget Bay (3)</i>	State & Spring Mill Road Conshohocken, Pa.
20	Dr. J. H. Hermann <i>Greenwood Lake</i>	Orange, New Jersey
21	O. M. Ragsdale <i>Skaneateles Lake (1)</i>	45 Woodland Ave., Summit, N. J.
22	Mrs. Harry S. Masoner	14504 Harbor Road, Detroit, Mich.
23	John H. King	425 W. 25th St., New York City
24	Donald R. Benkhardt George Benkhardt <i>Woodmere Bay, L. I. (2)</i>	Hewlett, L. I. 1775 Broadway, New York City
25	J. W. Armstrong	28 Woodland St., Wethersfield, Conn.
26	Samuel Wetherill	Essex, Conn.
27	Hockenjos Boat Co.	Greenwood Lake, N. Y.
28	Thos. M. Jones, III <i>Lake Erie (12)</i>	97 Marquette Ave., Kenmore, N. Y.
29	Wendell Townsend	40 Worth St., New York, N. Y.
30	Joe E. Kennedy	1029 Kennedy Bldg., Tulsa, Okla.
31	Alfred A. Haldenstein <i>Westport River and Harbor</i>	820 Greenwich St., New York City
32	Gilbert L. Wolfe <i>Lake Delta (4)</i>	1165 Waverly Pl., Schenectady, N. Y.
33	E. D. Parrish	Haddon Hall, Atlantic City, N. J. (<i>16th St., Baysshore Ave., Brigantine, N. J.</i>)
34	John A. Chater <i>Lake Ontario (Oak Orchard Creek)</i>	504 Park Ave., Medina, N. Y.
35	John S. Barnes <i>Skaneateles Lake (1)</i>	Genesee St., Skaneateles, N. Y.
36	Paul B. Walter George T. Buchan <i>Potomac River</i>	1230 New Hampshire Ave., Wash- ington, D. C.
37	R. N. Whaley	Quaker Neck, Chestertown, Md.
38	Rupert Wright	123 W. 3rd St., Jamestown, N. Y.
39	Lake Auto Co.	Danbury, Conn.
40	H. J. Walter	Weekapaug, R. I.
41	Edmond Bruce <i>N. Shrewsbury River (11)</i>	27 Buena Place, Red Bank, N. J.
42	C. Lindzey Nicholson II <i>Skaneateles Lake (1)</i>	41 Academy St., Skaneateles, N. Y.
43	Edwin Huck <i>L. I. Sound</i>	40-40 196th St., Flushing, N. Y. (<i>55 City Isl'd Ave., City Island, N.Y.</i>)
44	J. W. H. Walker	Barrington, R. I.
45	L. E. Miller <i>Indian Lake, O.</i>	1505 Oakland Parkway, Lima, Ohio
46	G. V. Thomson	Cream of Wheat Corp., Minneapolis, Minn.

Italic type indicates sailing location, fleet number and summer address

<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
47	R. S. Griffin	314 Van Buren St., S. Haven, Mich.
48	Fred T. Mathews	127 E. 2nd St., Salt Lake City, Utah
49	H. T. Efraimson	Box 41, Taft, Oregon
50	James V. Hogg	239 Market Ave., Amsterdam, N. Y.
51	Ian Bradburn	461 Pine St., New Orleans, La.
52	Carl Lewis <i>Raritan Bay</i>	1148 Mary St., Elizabeth, N. J.
53	Joseph K. Phillips	Kittery Point, Maine
54	R. E. Morley	Saginaw, Michigan
55	Guy Bonham <i>Peconic Bay</i>	2945-215th Place, Bayside, L. I., N. Y. (<i>Mattituck, L. I.</i>)
56	Jesse Hensle	91 Fletcher Ave., Mt. Vernon, N. Y.
57	Wm. N. McCrea	Hatley Craft Ltd., N. Hatley, Quebec, Canada
58	Norment Alden	1100 Michigan Ave., Wash'gton, D.C.
59	Walter C. Rice	Penn. Ave., Niantic, Conn.
60	Eugene Leistner	7th & Clay Sts., St. Charles, Mo.
61	Harry B. Jansen	1206 N. Orange Grove Ave., Holly- wood, Calif.
62	Harold W. Post	103 Howard Ave., Passaic, N. J.
63	John R. Wechselberg	2735 S. Shore Drive, Milwaukee, Wis.
64	H. E. Chance	Salem Yacht Home, Salem, N. J.
65	Arthur Grahame	3133 Conn. Ave., Washington, D. C. (<i>Baddeck, Nova Scotia, Can.</i>)
66	E. W. Sawyer <i>Lake Michigan</i>	7043 Constance Ave., Chicago, Ill.
67	Culver Military Academy	Culver, Indiana
68	E. W. Stetson, Jr.	Green Farms, Conn.
69	William Sangster	Essex, Conn.
70	Culver Military Academy	Culver, Indiana
71	Alan J. Gould	4 Pine Drive, Port Washington, L. I., N. Y.
72	Culver Military Academy	Culver, Indiana
73	Culver Military Academy	Culver, Indiana
74	Kurt H. Schaeffer <i>Sacandaga Reservoir (13)</i>	161 Prospect Ave., Gloversville, N. Y.
75	Valdemar Jacobsen <i>Barnegat Bay</i>	Alden Park Manor, Germantown, Pa. (<i>Brant Beach, N. J.</i>)
76	Donald Isburgh <i>Sacandaga Lake</i>	164 W. Main St., Amsterdam, N. Y.
77	Charles Taetsch (<i>Conn. River</i>)	Plainville, Conn.
78	Lionel Jackson	135 College St., New Haven, Conn.
79	Delos M. Cosgrove <i>Lake Ontario (9)</i>	143 Winthrop St., Watertown, N. Y.
80	John R. Willmott William Hardiman <i>Lake Ontario, Chaumont Bay (9)</i>	304 Mullin St., Watertown, N. Y. 238 Ten Eyck St., Watertown, N. Y. (<i>Chaumont, N. Y.</i>)

Italic type indicates sailing location, fleet number and summer address

<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
81	Robert Ward <i>Shinnecock Bay</i>	453 N. Grove St., East Orange, N. J. (<i>East Quogue, L. I., N. Y.</i>)
82	Dr. John F. Box <i>Lake Delta (4)</i>	220 N. Washington St., Rome, N. Y.
83	Lloyd L. Wilson <i>Pymatuning Reservoir, (N. W. Pa.)</i>	128 Shenango St., Sharpsville, Pa.
84	Wm. R. Adams <i>Lake Ontario (9)</i>	191 Thompson Blvd., Watertown, N. Y. (<i>Chaumont, N. Y.</i>)
85	W. S. Greenfield	310 Pine St., Lockport, N. Y.
86	Ivar Ringdahl <i>Lake Delta (4)</i>	406 Elm St., Rome, N. Y.
87	Enoch A. Sawyer <i>Lake Delta (4)</i>	109 W. Garden St., Rome, N. Y.
88	John L. Blake	47 Maple Hill Dr., Larchmont, N. Y.
89	Dale Yacht Basin	Bay Head, N. J.
90	John C. Baker	67 Eagle Rock Way, Montclair, N. J.
91	George M. Isdale	Stiles Ave., Mamaroneck, N. Y.
92	B. C. Sprague	c/o H. C. Products Finishing Corporation, 1768-84 Dean St., Brooklyn, N. Y.
93	Lloyd B. Marsh <i>Greenwood Lake (N. Y.)</i>	Passaic Co., Clerk's Office, Paterson, N. J.
94	Michael Seelinger	31 M. St., Seaside Park, N. J.
95	Gaines N. Houston	1912 Sul Ross, Houston, Texas
96	F. L. McGrattan <i>Sacandaga Reservoir</i>	10 McClellan Ave., Amsterdam, N. Y.
97	Harold O. Kauffman	434 W. Wharton Rd., Glenside, Pa.
98	Ralph Ross	5625 Rosemary Pl., New Orleans, La.
99	O. F. Ruprecht <i>Greenwood Lake, N. J.</i>	104 Inwood Ave., Up. Montclair, N. J.
100	Wm. W. Sproul <i>Barnegat Bay (3)</i>	711 S. Center St., Orange, N. J.
101	G. S. Blythe John P. Kipp <i>Skaneateles Lake (1)</i>	718 Onondaga St., Syracuse, N. Y. 188 LaFayette Ave., Passaic, N. J. (<i>Skaneateles, N. Y.</i>)
102	Dr. John C. Hirst <i>Barnegat Bay (3)</i>	500 N. 20th St., Phila., Pa.
103	Nancy West	95 Exchange St., Portland, Maine
104	E. P. Williams	10916 Magnolia Dr., Cleveland, Ohio
105	P. B. Kelley <i>Sr. Lucie & Indian Rivers</i>	Box 941, Ft. Pierce, Fla.
106	Thompson Bros. Boat Co.	Peshtigo, Wis.
107	E. Rinker R. Butler J. Bishop <i>Lake Michigan (5)</i>	18 E. Erie St., Chicago, Illinois
108	F. N. Rosulek <i>Lake Michigan (5)</i>	535 W. Cornelia, Chicago, Illinois

Italic type indicates sailing location, fleet number and summer address

<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
109	H. J. Dyer	MacPherson's Boat Yard, S. Freeport, Maine
110	Harle B. Long	Kirkland Lake, Canada
111-114	Thompson Bros. Boat Co.	Peshtigo, Wis.
115	Dickson Humphreys <i>Lake Michigan (5)</i>	243 E. Huron St., Chicago, Illinois
116	Thompson Bros. Boat Co.	Peshtigo, Wis.
117	C. R. Neagle	22 Greenman Heights, Westerly, R. I.
118	Frank M. Cowper	Lindesfarne 29, The Downsway, Sueton Surrey, Eng.
119	G. R. Gaskell <i>Lake Erie</i>	317 Northview Rd., Dayton, Ohio
120	Ted Siferd	712 S. Main St., Lima, Ohio
121	Albert G. Morhart	Gooseneck Point, Ocean Port, N. J.
122	Robert M. Kerr, Jr. <i>Lake St. Clair</i>	1226 Marquette Drive, Detroit, Mich.
123	A. B. Montgomery <i>Lake Pymatuning</i>	Cold Metal Process Co., Youngstown, Ohio
124	James Lane <i>Greenwood Lake</i>	Little Falls, N. J.
125	Austin K. Smithwick	120 Exchange St., Portland, Maine
126	G. Waller	735 Fairacres Ave., Westfield, N. J.
127	C. Wm. Horr	164 Charlton Ave., S. Orange, N. J.
128	Lee Judd	Lincoln Alliance Bk., Rochester, N. Y.
129	Donald K. Lister <i>L. I. Sound</i>	Green Haven, Rye, N. Y.
130	Tyler Cabinet & Mill Works	535 S. Kenosha, Tulsa, Oklahoma
131	W. G. Cluett	
132	F.W. Moore and W. E. Moore <i>Chaumont Bay, Lake Ontario (9)</i>	271 Clinton St., Watertown, N. Y.
133	Samuel Spencer <i>Potomac River</i>	4814 Dexter St., Washington, D. C.
134	Edward Sellers	c/o Hartages Boat Yd., Galesville, Md.
135	J. Horton Ijams Dr. I. H. Pardee <i>East Rockaway Inlet (2)</i>	80 Maiden Lane, New York City 772 Park Ave., New York City
136	Dr. M. C. Wilson	Hartford, Conn.
137	I. R. Peterson <i>Housatonic River (6)</i>	451 Windsor Ave., Stratford, Conn.
138	Vivyan Hall	3671 Bay Homes Rd., Miami, Florida
139	L. E. Gunder	1538 Warwick Ave., Whiting, Ind.
140	R. A. Watt <i>Housatonic River (6)</i>	3151 Main St., Stratford, Conn.
141	F. C. Dazley <i>Housatonic River (6)</i>	186 Lordship Rd., Stratford, Conn.
142	Philip Duvic	1910 Gen. Pershing St., New Orleans, La.
143	T. M. Linville and E. P. Linville <i>Lake George</i>	1070 Ardsley Rd., Schenectady, N. Y.

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<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
144	Lucius Beers	25 Broadway, New York City
145-146	Thompson Bros. Boat Co.	Peshtigo, Wisconsin
147	Wm. Stevens	57½ Wall St., Amsterdam, N. Y.
148-152	Thompson Bros. Boat Co.	Peshtigo, Wisconsin
153	H. M. Kersten	712 Snell Place, Fort Dodge, Iowa
154	E. W. Moore	Gen. Railway Signal Co., Rochester, N. Y.
155	Kretzer Boat Yard	City Island, N. Y.
156-158	Thompson Bros. Boat Co.	Peshtigo, Wisconsin
159-160	H. T. Axford <i>Lake Wallenpaupack, Pa.</i>	1105 Grandview St., Scranton, Pa. (<i>R. D., Paupack, Pa.</i>)
161	Conant Manning <i>Lake Geneva, Wisconsin</i>	20 N. Wacker Drive, Room 1155, Chicago, Ill.
162	J. A. Bentley <i>Skaneateles Lake (1)</i>	West Cove, Skaneateles, N. Y.
163	C. B. Seifert <i>Maumee Bay</i>	c/o Bostwick-Braun Co., Toledo, Ohio
164	John W. Orelup <i>Barnegat Bay (3)</i>	1 Crossgates, Short Hills, N. J.
165	Henry R. Pemberton	Saunderstown, R. I.
166	Daniel Simonds, II	Prouts Neck, Maine
167	Ward's Sporting Goods Store	321 Isabella St., Ogdensburg, N. Y.
168	A. R. Heise	c/o Wm. Schollhorn Co., New Haven, Conn.
169	Wesley Workman	Central Lake, Michigan
170	J. A. Gorman	87 Hillcrest Apts., Salt Lake City, U.
171	Capt. Tom Newman, Jr.	c/o Capt. Tom's Dredging Co., 324 S. W. 16th Ave., Miami, Florida
172	L. J. Carr	1027 E. Huron St., Ann Arbor, Mich.
173	W. C. Opferman <i>Red Bank, N. J. (11)</i>	c/o Roger Bills, Valley Ave., High- lands, N. J.
174	G. M. Spindler, Jr. <i>L. I. Sound</i>	4400 Tibbett Ave., Riverdale-on-Hud- son, New York City
175	Charles Picoulet	Port au Prince, Haiti
176	Hiram A. Monnoyer	c/o Marsellus Casket Co., Syracuse, N. Y.
177-178	Dale Yacht Basin	Bay Head, N. J.
179	R. A. Downey, Jr. <i>Little Sodus Bay (15)</i>	1 West Bridge St., Oswego, N. Y. (<i>Fair Haven, N. Y.</i>)
180	Dr. J. W. Riley <i>Fair Haven Bay (15)</i>	39 W. Bridge St., Oswego, N. Y.
181	Charles W. Hunt D. H. Wilkinson <i>Tampa Bay</i>	c/o Southern Nat'l Bank Bldg., St. Petersburg, Florida
182	D. P. Morehouse, Jr. <i>Fair Haven Bay (15)</i>	Oswego, N. Y.
183	Clarence L. Collens	1088 Ivanhoe Road, Cleveland, Ohio
184	A. G. Shanstone	111 Mercer St., Princeton, N. Y.
185	Arthur Godfrey	808 Earle Bldg., Washington, D. C.

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<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
186	F. G. Whittier, Jr.	Whittier's Corners, Ipswich, Mass.
187	G. Milton Pitman	The Mess Cottage, Somerset, Bermuda
188	Wm. J. Luther	153 Pleasant St., Attleboro, Mass.
189	Paul Gross	Bayview Ave., E. Patchogue, L. I., N. Y.
190	J. Donald Schaeberle	44 S. Pine St., York, Pa.
191	W. S. Hatch <i>Lake Michigan (5)</i>	25 E. Delaware Place, Chicago, Ill.
192	C. B. North <i>Lake Michigan (5)</i>	2939 N. 79th St., Elmwood Park, Ill.
193	G. G. Greene	1620 N. E. 4th Court, Ft. Lauderdale, Fla.
194-195	Dunphy Boat Corp.	Oshkosh, Wisconsin
196	William E. Hanley	205 Marion St., Rochester, N. Y.
197	Stephen C. Morris William Morris	737 Brice Ave., Lima, Ohio
198	Skaneateles Trophy for C. N. Y. Y. R. A. Regatta	
199	Frank M. Russell	N. B. C.—Translux Bldg., Washing- ton, D. C.
200	Adolph Berounsky	419 Marcy St., Portsmouth, N. H.
201	D. O. Fugate <i>Charocette Harbor and Gulf of Mexico</i>	c/o Fugate's Drug Store, Boca Grande, Florida
202	David W. Brown	Bar Bldg., 1501 Franklin Ave., Mine- ola, N. Y.
203	Edward E. Bishop	Box 342, Annapolis, Maryland
204	Herbert J. Krase <i>Guntersville Res.</i>	521 Knox Ave., Anniston, Alabama
205	Herbert L. Walker <i>E. Rockaway Inlet</i>	1499 Court Pl., Hewlett, L. I., N. Y.
206	Milton E. Price	424 Republic Bank Bldg., Dallas, Tex.
207	Bradford H. Monroe <i>L. I. Sound</i>	Madison, Conn.
208	Lucien A. Hennequin	105 Pearl St., Torrington, Conn.
209	Wm. A. Grover <i>Buzzards Bay</i>	671 Washington St., Canton, Mass. (<i>P. O. Box 257, Point Independence, Mass.</i>)
210	George M. Booth	38 Canterbury Lane, Westfield, N. J.
211	Arthur G. Stillman	R. F. D. 2, Westerly, R. I.
212	Russ J. Young	Decatur Packing & Prov. Co., Deca- tur, Illinois
213	Carlton H. Bunker <i>North Shrewsbury</i>	800 Kimball Ave., Westfield, N. J.
214	Robert D. Rock	2849 N. New Jersey St., Indianapolis, Ind.
215	Robert K. Adams	Hotel Sussex, 116 W. 72nd St., N.Y.C.
216	Arthur E. Fogelstad	3745 Palmer St., Chicago, Illinois
217	A. A. Sproul	Vanadium Corp. of America, 420 Lexington Ave., New York City

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218	Roy Deakman <i>Lake Mendota</i>	Maple Bluff, Madison, Wisconsin
219	Walter Henderson <i>L. I. Sound</i>	70 Victoria Lawn, Lordship, Stratford, Conn.
220	Allen M. K. Stephens	Trenton Trust Bldg., Trenton, N. J. (<i>Ocean Ave. Island Hgts., New Jersey</i>)
221	Girard B. Ruddick	Smith, Barney & Co., 14 Wall St., New York City
222	L. M. Browne <i>Onondaga Lake (10)</i>	608 Vine St., Liverpool, N. Y.
223	J. W. Cutler J. E. Cutler	27 Canterbury Lane, Westfield, N. J.
224	Edward P. Dungate	1641 Brooklyn Ave., Brooklyn, N. Y.
225	Paul Manning	3872 Meyerfield Ave., Cheviot, Cinn., Ohio
226	J. E. Borton <i>Delaware River (8)</i>	257 E. Girard Ave., Phila., Pa.
227	John B. Hildebrandt <i>Patapsco River and Chesapeake Bay</i>	198 Oakdale Road, Baltimore, Md. (<i>Riviera Beach, Pasadena P. O., Maryland</i>)
228	Vincent Doyle	1 Water St., Kittery, Maine
229	H. H. Freeman	116 Allen St., Sherrill, N. Y.
230	J. T. Goosetrey <i>Lake Delta (4)</i>	Whitesboro, N. Y.
231	George N. Ralston <i>Santa Fe Lake</i>	1658 Woodland, Wichita, Kansas
232	R. O. Wagemaker	Boat Div.—Wagemaker Co., Grand Rapids, Michigan
233	Sigourney B. Olney	177 Montague St., Brooklyn, N. Y.
234	R. W. Dimpfl	138 Penhurst St., Rochester, N. Y.
235	Wm. H. Evans, Jr.	244 West Main St., Moorestown, N. J.
236	Frederick W. Shields <i>Ches. Bay and Potomac River</i>	King & King, 728 17th St., N. W., Washington, D. C. (<i>Gibson Island, Md.</i>)
237	Frederick K. Marchman	P. O. Box 293, New Port Rickey, Fla.
238	Cornelius Browne <i>Lake Mendota, Wis.</i>	119 Ash St., Madison, Wisconsin
239	Howard H. Young <i>Cayuga Lake</i>	Box 1016, Binghamton, N. Y.
240	Skaneateles Boats Inc.	Skaneateles, N. Y.
241	R. A. Kidder <i>Long Island Sound (7)</i>	Club Road, Riverside, Conn.
242	Wellington Kennedy	Box 411, Greenwich, Conn.
243	James E. Fogarty <i>Great South Bay (2)</i>	60 Broadway, N. Y. City (<i>c/o Cedarhurst Y. C.</i>)
244-248	Skaneateles Boats Inc.	Skaneateles, N. Y.
249	Ryo Arai <i>L. I. Sound (7)</i>	Riverside, Conn.
250	DeHaven Ross <i>L. I. Sound (7)</i>	Homelite Corp., Port Chester, N. Y. (<i>Oval & Terrace Aves., Riverside, Conn.</i>)

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251	Russell J. Nall Lloyd Fidaio <i>L. I. Sound (7)</i>	60 John St., New York, N. Y. S. Putnam Tr. Co., Greenwich, Conn. <i>(Riverside, Conn.)</i>
252	Irvin A. Sprague <i>L. I. Sound (7)</i>	45 Wall St., New York, N. Y. <i>(Cathlow Drive, Riverside, Conn.)</i>
253	Fred McK. Scott <i>L. I. Sound (7)</i>	Boston Post Rd., Riverside, Conn.
254	Gerald Forsdick Carroll Y. Belknap <i>L. I. Sound (7)</i>	Trade-Ways, Inc., 285 Madison Ave., New York City <i>(Riverside, Conn.)</i>
255	George A. Round <i>L. I. Sound (7)</i>	26 Broadway, New York City
256	Wm. Siegrist, Jr. <i>L. I. Sound (7)</i>	1033 Prospect Place, New York City <i>(Club House Rd., Old Greenwich, Conn.)</i>
257	D. M. Bellen <i>L. I. Sound (7)</i>	Colony Stations, 1585 Main St., Bridgeport, Conn. <i>(Field Road, Riverside, Conn.)</i>
258	C. M. Patton <i>L. I. Sound (7)</i>	Riverside Ave., Riverside, Conn.
259	T. T. Helprin <i>L. I. Sound (7)</i>	Cedar Cliff Road, Riverside, Conn.
260	Harry C. Garrison <i>L. I. Sound (7)</i>	North Compo Road, Westport, Conn.
261	Lucille Hall <i>L. I. Sound (7)</i>	Gilliam Lane, Riverside, Conn.
262	Truman S. Safford Robert A. Norton <i>L. I. Sound (7)</i>	Longview Lane, Riverside, Conn. 19 Blackthorn Lane, White Plains, N. Y.
263	H. W. Buck <i>L. I. Sound (7)</i>	19 Rector St., New York City <i>(Greenwich, Conn.)</i>
264	Donald E. Tinkess <i>L. I. Sound (7)</i>	Ituri Towers Apts., Greenwich, Conn.
265	R. M. Demere	c/o Colonial Oil Corp., Savannah, Ga.
266-267	Thunderbolt Yacht Basin, Inc.	Thunderbolt, Ga.
268	Edmond J. Jewell <i>Lake Winnepesaukee</i>	95 Heather St., Manchester, N. H. <i>(Meredith, N. H. Star Route)</i>
269	Dr. Howard M. Field	15617 Lake Ave., Lakewood, Ohio
270	Geo. P. Slockbauer <i>Barneгат Bay</i>	c/o Bomberger & Co., Newark, N. J.
271	Hockenjos Boat Co.	Lake Hopatcong, N. J.
272	John W. Hubbard <i>L. I. Sound</i>	55 W. 7th St., Mt. Vernon, N. Y.
273	Dr. A. I. Cullen	Altamont, N. Y.
274	J. J. O'Neill <i>Sacandaga Res. (13)</i>	171 Sycamore St., Albany, N. Y.
275	Conklin-Hammer Boats	Bay Shore, L. I., N. Y.
276	Jenkins Marine Motor Sales	329 N. Calvert St., Baltimore, Md.
277	C. E. French	56 Boston Post Rd., Milford, Conn.
278	Frederick G. Adams	Box 165, Middletown, N. J.
279	Skaneateles Boats Inc.	Skaneateles, N. Y.

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<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
280	A. Lawrence Riker, Jr. <i>Columbia Lake, Conn.</i>	192 Hartford Rd., Manchester, Conn. (<i>Columbia, Conn.</i>)
281	M. H. Childs	1060 Penfield Rd., Cleveland Hts., O.
282	Wilber H. Young & Assoc.	347 Madison Ave., New York, N. Y.
283	C. E. French	56 Boston Post Road, Devon, Milford, Conn.
284	Howard H. Vrooman	253 State St., Watertown, N. Y.
285	R. L. Carlisle <i>Galveston Bay</i>	933 Sul Ross, Houston, Texas
286	Elisha Webb & Son Co.	136 Front St., S. Phila., Pa.
287	James Asher	Linwood Estate, Rhinebeck, N. Y.
288	Roger Megroz <i>L. I. Sound</i>	240 Beechmont Drive, New Rochelle, N. Y.
289	James M. Trenary <i>L. I. Sound (7)</i>	Willowmere, Riverside, Conn.
290	New England Marine Co.	305 Congress St., Boston, Mass.
291	Daniel J. Layton, Jr. <i>Indian River & Bay (Del.)</i>	West Pine St., Georgetown, Del.
292	Paul Ruby <i>Verona Bch., Oneida Lake, N. Y.</i>	R. B. Ruby Lumber Co., Inc., Oneida, N. Y.
293	J. E. Catlin <i>L. I. Sound (7)</i>	The Virginia Craftsman, Inc., 50 E. 53rd St., New York City
294	Chas. M. Nichols <i>Lake Hopatcong</i>	212 N. Main St., Pennington, N. J. (<i>Sperry Springs, N. J.</i>)
295	John S. Titterington	12102-114th Ave., S. Ozone Pk., N. Y.
296	E. Rinker <i>Lake Michigan (5)</i>	18 E. Erie St., Chicago, Illinois
297	E. E. Eckenbeck <i>Lake Michigan (Wilmette, Ill.)</i>	2730 Thayer St., Evanston, Illinois
298	Levern C. Dreher	441 S. 17th St., Harrisburg, Pa.
299	Willis Porter	Blissfield Builders Supply Company, Blissfield, Michigan
300	Robert F. Hart, Jr. <i>Lake Ontario (Chaumont) (9)</i>	Box 337, Watertown, N. Y.
301	Charles Hall <i>Great Egg Harbor Bay</i>	421 Chestnut St., Philadelphia, Pa. (<i>Busleys Point, N. J.</i>)
302	Eugene G. Gardner <i>Santa Barbara</i>	Box 868, Santa Paula, Calif.
303	Frank H. Riepen <i>Delaware River (8)</i>	1060 Granite St., Philadelphia, Pa.
304	Inland Lakes Boat Corp.	Oconomowoc, Wis.
305-306	Dunphy Boat Corp.	Oshkosh, Wis.
307	Campbell Boat Co.	Holland, Michigan
308	C. F. Lewis Dr. Frank T. Bell <i>Shrewsbury River (11)</i>	13 Kimball Circle, Westfield, N. J.
309	C. Dick	304 Trust & Loan Bldg., Winnipeg, Can.
310	Geo. E. Hobbie <i>Tomales Bay & Clear Lake</i>	31 Howard St., Petaluma, Calif.

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311	Donald F. Maxham <i>Lake Ontario & Niagara River</i>	1421-13th St., Niagara Falls, N. Y.
312	Roy E. Abrams Roy E. Abrams, Jr. <i>York Harbor</i>	67 Whipple Road, Kittery, Maine
313	Bill Boeschstein <i>Maumee River</i>	Dixie Highway, Perrysburg, Ohio
314	Sturdy Craft, Inc.	1657 Meadow St., Phila., Pa.
315	Martin & Roberts, Inc.	Marine Dept., 26-27 Barrett Building, Gulfport, Mississippi
316	Arthur Finkeldey	River Road, Essex, Conn.
317	H. G. Kreuger	3402 Drummond Rd., Toledo, Ohio
318	Geo. L. Smith, Jr. <i>Delaware River (8)</i>	Box 6008, Torresdale P. O., Phila., Pa.
319	J. A. Johnson	Branford Y. C. Branford, Conn.
320	J. H. S. MacDonald	Liverpool, Nova Scotia, Can.
321	E. S. Dillen	1405 Catalpa Drive, Berkley, Mich.
322	W. V. Scott <i>Barneгат Bay</i>	951 Myrtle Ave., Plainfield, N. J. (<i>Baysore, Barnegat Bay,</i> <i>Toms River, N. J.</i>)
323	H. G. Meinke	41 Harte St., Baldwin, N. Y.
324	Channing Lefebvre <i>Annapolis Basin</i>	211 Fulton St., New York, N. Y. (<i>"Unis Maris"—Digby, N. S.</i>)
325	David S. Piggott	J. T. Wing & Co., 300 Bates St., De- troit, Michigan
326	Winfield Partridge, Jr. Arthur D. Danielson	4430 St. Paul Blvd., Rochester, N. Y. 3764 St. Paul Blvd., Rochester, N. Y.
327	Presley D. Bowen <i>Choptank River & Chesapeake Bay</i>	5108 St. Albans Way, Baltimore, Md.
328	F. G. Syburg	c/o Chain Belt Co., 1600 W. Bruce St., Milwaukee, Wisconsin (<i>Route 1, Hartland, Wis.</i>)
329	Albert St. Yves <i>Taunton River (Mr. Hope Bay)</i>	Somerset Boat Co., 34 Riverside Ave., Somerset, Mass.
330	Myron Steinberg <i>Lake Michigan (5)</i>	729 S. Wabash Ave., Chicago, Illinois.
331	Dr. T. A. Howland <i>Lake Michigan (5)</i>	2106 W. Wilson Ave., Chicago, Ill.
332	Charles Mohn <i>Lake Michigan (5)</i>	5039 N. Ashland Ave., Chicago, Ill.
333-335	Chris Craft Boat Sales Inc.	Navy Pier, Chicago, Illinois
336-340	South Haven Term. Co., Inc.	Marine Bldg., South Haven, Mich.
341	E. W. Fidler	348 Adams St., Scranton, Pa.
342	Wm. Nisson <i>Tomales Bay</i>	15 Batchelor Terrace, Petaluma, Calif.
343	Geo. E. Hobbie <i>Tomales Bay and Clear Lake</i>	31 Howard St., Petaluma, Calif.
344-346	Chris Craft Boat Sales Inc.	Navy Pier, Chicago, Illinois
347	J. L. Mathewson <i>Lake Mendota</i>	2301 Rugby Row, Madison, Wisc.

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348	Charles M. Schreiner	C. M. Schreiner Co., Box 34, College Point, N. Y.
349	Albert Lemos	Narrangansett Terrace, Boat Yard, Riverside, R. I.
350	Arthur F. Tuthill <i>Peconic Bay</i>	The Cooper Union, Dept. of Mech. Engineering, New York, N. Y. (<i>Cutchogue, L. I., N. Y.</i>)
351	Dale Yacht Basin	Bay Head, N. J.
352	Dr. W. P. Barnes	920 E. McMillan Ave., Cincinnati, O.
353	J. H. Morey, Jr. Mrs. J. H. Morey, Jr.	207 Lexington Ave., Buffalo, N. Y. (<i>1772 Liberty Bk. Bldg., Buffalo, N. Y.</i>)
354	Dwain E. Weaver <i>Lake Erie (12)</i>	27 Manning Rd., Eggertsville, N. Y.
355	Dale Yacht Basin	Bay Head, N. J.
356	Dr. H. Walden Retan <i>Skaneateles Lake (1)</i>	713 E. Genesee St., Syracuse, N. Y.
357	Hubert S. Johnson	Bay Head, N. J.
358	Dale Yacht Basin	Bay Head, N. J.
359	Dr. Eugene W. Carpenter <i>Verona Beach, Oneida Lake</i>	225 Broad St., Oneida, N. Y.
360	Al Lawrence Riker, Jr. <i>Columbia Lake</i>	192 Harford Rd., Manchester, Conn. (<i>Columbia Lake, Conn.</i>)
361	Weston M. Jenks <i>Columbia Lake</i>	768 Connecticut Blvd., E. Hartford, Conn.
362	Booth Stratton <i>Sacandaga Res. (13)</i>	86 Elk St., Albany, N. Y.
363	Albert Frost	26 Forest Ave., Portland, Maine
364	Charles Nier <i>Lake Erie & Presque Isle Bay</i>	510 Seminole Dr., Erie, Pa.
365	F. W. Bowman & Son	44-29 Douglaston Pkwy., Douglaston, N. Y.
366	Scott M. Henderson	Cleverdale, N. Y.
367	Evinrude-Elto Flint Sales	2125 S. Saginaw, Flint, Mich.
368	Paul Manning <i>Ohio River</i>	3872 Meyerfield Ave., Cheviot, Cincinnati, Ohio
369	F. C. Gerwig	Bennett Boat Works, Mayfield, N. Y.
370	Joann Pierce	803 Cedar Terrace, Westfield, N. J.
371	Skaneateles Boats Inc.	Skaneateles, N. Y.
372	S. King Fulton, Inc.	805 Maine Ave., S. W., Washington, D. C.
373	G. V. Thomson	Cream of Wheat Corp., Minneapolis, Minn.
374	Theodore F. Barringer	152 S. Main St., Florence, Mass.
375	B. J. Van Ingen	c/o Cedarhurst Yacht Club, Lawrence, L. I., N. Y.
376	E. T. Croasdale	237 Golden Hill St., Bridgeport, Conn.
377	Rev. John H. Johnson <i>L. I. Sound</i>	18 W. 122nd St., New York, N. Y. (<i>108 Central Ave., Sea Cliff, L. I.</i>)
378	E. J. Fitzgerald <i>Canandaigua Lake</i>	20 N. Goodman St., Rochester, N. Y.

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379	Edward L. Wemple	232 Golden Hill St., Bridgeport, Conn.
380	Truman P. Young	3642 Ravenswood Ave., Cincinnati, O.
381	Wm. P. Norris <i>Barnegat Bay</i>	Bay Head, N. J.
382	Winchester Bennett	Johnson's Point, Branford, Conn.
383	Judge L. S. Oliver <i>Barnegat Bay (3)</i>	487 City Hall, Philadelphia, Pa.
384	Winchester Bennett	Johnson's Point, Branford, Conn.
385	Henry Canady, Jr. <i>Bogue Sound, N. C.</i>	508 N. Mitchell St., Kinston, N. C. (<i>Hood Cottage, Morehead City, N. C.</i>)
386	F. K. Schanche <i>Little Egg Harbor Bay</i>	3523-88th Ave., Jackson Heights, L. I. N. Y. (<i>Spray Beach, N. J.</i>)
387	Dr. W. H. Winchester <i>Lake Fenton</i>	514 Genesee Bank Bldg., Flint, Mich.
388	Robert C. Montgomery	c/o Buffalo Marine Mart., 1261 Niagara St., Buffalo, N. Y.
389	Herbert C. Foster <i>Hudson River</i>	32 Janet St., Kingston, N. Y.
390	Skaneateles Boats Inc.	Skaneateles, N. Y.
391	P. A. Hutchinson	431 Forest Court, Scranton, Pa.
392	Colonel S. Tooley	Geneseo, N. Y.
393	Delos A. Humphrey <i>Lake Delta (4)</i>	824 Croton St., Rome, N. Y.
394	Kendrick P. Coachman	1074 Taviot Rd., Schenectady, N. Y.
395	H. M. Eckert <i>Metedeconk River</i>	214 Brook Ave., N. Plainfield, N. J.
396	J. A. Miller	4031 Shelmire St., Philadelphia, Pa. (<i>39 Dock Rd., Breton Woods, N. J.</i>)
397	William S. Olney	193 Corwin Rd., Rochester, N. Y.
398	Frank L. Weekman <i>Chautauqua Lake</i>	131 Weeks St., Jamestown, N. Y.
399	Elinor A. Ernst <i>Long Island Sound</i>	149 Beach Ave., Larchmont, N. Y.
400	Floyd E. Reeves <i>Onondaga Lake (10)</i>	540 Cumberland Ave., Syracuse, N. Y.
401	John Mininall <i>Hingham Harbor, Mass.</i>	43 Woodlawn Ave., Wellesley Hills, Mass.
402-404	Chris Craft Boat Sales Inc.	Navy Pier, Chicago, Illinois
405	Thain H. Mains <i>Eagle Lake</i>	R. D. 3, Elkhart, Indiana
406	Harold Hyman	Nautilus Club, Atlantic Beach, L. I., N. Y.
407	George Roper	South Bend, Indiana
408	Harmon Dudd	Three Rivers, Michigan
409	Chris Craft Boat Sales Inc.	Navy Pier, Chicago, Illinois
410	Eldred Smith <i>Onondaga Lake (10)</i>	2807 James St., Syracuse, N. Y.
411-412	Thompson Bros. Boat Co.	Peshtigo, Wisconsin

Italic type indicates sailing location, fleet number and summer address

<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
413	Fred Embury	45 Liberty St., Warsaw, N. Y.
414	Chris Craft Boat Sales Inc.	Navy Pier, Chicago, Illinois
415	John M. Smith <i>Lake Tippecanoe</i>	53 Audubon Rd., Indianapolis, Ind.
416	Tom G. Smith <i>Lake Tippecanoe</i>	5808 Julian Ave., Indianapolis, Ind.
417-418	Thompson Bros. Boat Co.	Peshtigo, Wisconsin
419	W. L. Alspach, M.D.	Pascagoula, Mississippi
420-421	Dunphy Boat Corp.	Oshkosh, Wisconsin
422-429	Dunphy Boat Corp.	Pascagoula, Mississippi
430	R. B. Leonard, Jr.	915 Pierce Bldg., St. Louis, Missouri
431	Don Fischer	5061 Maple Ave., St. Louis, Missouri
432	Alexander Dougan	95 Spencer Ave., Lynbrook, L. I., N. Y.
433	Grant T. Wernimont	62 Dake Ave., Rochester, N. Y.
	David A. Hall	28 McCall Road, Rochester, N. Y.
434	Wm. C. Vragel	Peart Ave., Rochester, N. Y.
435	W. L. Hamsley	c/o Hamsley, Inc., 228-40th St., Brooklyn, N. Y.
436	Dunphy Boat Corp.	Oshkosh, Wisconsin
437	Wm. S. Ahern Russell Tobiasson Lawrence McConville <i>Lake Michigan (5)</i>	5822 Wayne Ave., Chicago, Ill.
438-439	Dunphy Boat Corp.	Oshkosh, Wisconsin
440	E. E. Hoebotter	c/o The Tulsa Club, Fifth and Cincinnati, Tulsa, Oklahoma
441	Ted Hug	c/o Hotel Lexington, New York, N. Y.
442	Marcy L. Pengue	272 Pixley Place, Bridgeport, Conn.
443	E. P. Adams	2101 Cleo St., Corpus Christi, Texas
444	Walton C. Baker	1090 Worthington St., Springfield, Mass.
445	Capt. C. A. Pedersen	Hotel Marianna, Marianna, Ark.
446-475	Skaneateles Boats Inc.	Skaneateles, N. Y.
476	O. L. Pengue	181 Housatonic Ave., Stratford, Conn.
477	Lars Olsen	Red Bank, N. J.
478	Jack D. Utley, M.D.	Box 240, Warren, Pa.
479	Davis W. Shoemaker <i>Chateaugay Lake</i>	Calhoun Dr., Greenwich, Conn. (<i>Camp Chickagami, Merrill, N. Y.</i>)
480	William E. Girkins	4050 Jackman Rd., Toledo, O.

OWNERS — NO NUMBERS ASSIGNED

(The following have purchased boats from dealers or professional builders though delivery of boat and transfer of number to the owner had not been reported to the Association at time of publishing this list.)

000	F. H. Brennan	University Club, Bridgeport, Conn.
000	F. F. Becker <i>Lake Michigan (5)</i>	800 N. Kedzie Ave., Chicago, Illinois
000	John M. Breen & J. J. Buckley <i>Lake Michigan (5)</i>	4750 Sheridan Road, Chicago, Illinois

Italic type indicates sailing location, fleet number and summer address

<i>Boat No.</i>	<i>Name of Owner</i>	<i>Address</i>
000	L. D. Harvey	1509 W. 104th St., Chicago, Illinois
000	Nathan Young <i>Lake Lotawana</i>	7414 E. 15th St., Kansas City, Mo. (Box 317, Lake Lotawana, R. R. 1, Lees Summit, Mo.)
000	F. W. Pierce	Bay Head, N. J.
000	H. V. Siddons	53 Columbia Ave., Vineland, N. J. (Island Heights, N. J.)
000	Ann Longergan <i>Onondaga Lake</i>	29 Canton St., Baldwinsville, N. Y.
000	Dr. Clark Shumann	Black River, N. Y.
000	Gordon W. Brown	28 Dewey St., Nanhasset, L. I., N. Y.
000	E. V. Whitbeck <i>Fair Haven Bay (15)</i>	Elco Grease & Oil Co., 2950 Attleboro Rd., Cleveland, Ohio (Fair Haven, N. Y.)
000	F. D. Hagaman	Toledo Yacht Club, Toledo, Ohio
000	Philip Cole	c/o Barnegat Boat Works, Box 648, Bryn Mawr, Pa.
000	William T. Lindsay <i>Lake Wallenpaupack</i>	825 Electric St., Scranton, Pa.

Italic type indicates sailing location, fleet number and summer address

Lightnings on Barnegat Bay



CONSTITUTION

ARTICLE I — NAME

LIGHTNING Class Association.

ARTICLE II — EMBLEM

As per Sail Plan.

ARTICLE III — OBJECT

To promote and develop LIGHTNING Class racing under uniform rules, governed by this Association, and to rigidly maintain the one-design features of LIGHTNING class sloops, as designed by Sparkman and Stephens Inc., which plans are known as No. 265.

ARTICLE IV — POLICY

1. To cooperate with all other yachting organizations and to demand in return observance of the rules of the LIGHTNING Class.

2. To keep the LIGHTNING Class within the financial reach of the man of moderate means without handicapping ability or encouraging neglect in conditioning yachts.

3. To rigidly maintain a strictly one-design class, in order to positively insure that all LIGHTNING Class races held under the auspices of this Association be to determine the skill of the skipper, and to eliminate all variations in the construction of the yachts. Everything in the Constitution, By-Laws, and all building restrictions is intended to insure competition between boats of identical design, and the spirit of the Constitution, By-Laws, and building restrictions is to this end.

ARTICLE V — ORGANIZATION

1. The individual shall join through a Fleet on whose waters he normally sails, the power to accept or reject applications for membership is vested in each fleet, subject to refusal, for cause, by the Executive Committee.

2. The Fleet, a territorial branch or unit, is open to all eligible persons within its territory, elects its own officers, which must include a Fleet Secretary, and is self-governing in local matters not conflicting with Association rules.

3. Groups of fleets in distinctive localities constitute Districts.

4. The powers of the Association shall be vested in the Governing Board.

ARTICLE VI — JURISDICTION

The Association has jurisdiction over all LIGHTNING activities. Its Class Rules govern all sanctioned LIGHTNING races regardless of by whom held. Its Constitution, By-Laws, and Rules are binding upon all members and Fleets, and all registered LIGHTNING yachts must conform to its official plans and specifications.

ARTICLE VII — FLEET CHARTERS

1. A new Fleet may be granted a charter upon application to the Executive Committee, by three or more owners, of three or more LIGHTNING yachts not within the locality of an organized Fleet.

2. Charters may be granted to Service Fleets, regardless of conflict with the territory of a civilian Fleet, upon application, provided that particular unit of the service has three or more LIGHTNINGS.

3. Annual renewal fixed in By-Laws, Charters may be granted by the Executive Committee or suspended by the Governing Committee but revoked only at an annual meeting for failure to maintain in good standing a minimum membership and quota of yachts as above required, or other adequate causes.

ARTICLE VIII — DUES

Association dues and taxes shall be fixed by the By-Laws. Fleet dues, if any, by the Fleet. Both must be paid before a member can be in good standing in either.

Service Fleets must pay active dues for each LIGHTNING enrolled in the Fleet.

ARTICLE IX — MEMBERSHIP ELIGIBILITY

1. An active member has privileges to hold office, to vote, and to skipper a LIGHTNING yacht in sanctioned races, in accordance with the By-Laws. Must be an owner, part owner, or a Service Fleet representative, a corinthian, regardless of age or sex.

2. Isolated. An isolated member is entitled to all privileges of active members except Fleet representation. A person meet-

ing all active membership requirements except in being within a Fleet's territory. Such membership, however, shall not be open to LIGHTNING owners in a locality in which there are three or more LIGHTNINGS in close enough proximity to permit of their racing together.

3. Associate Member. An associate member cannot vote, hold office, or represent the Fleet as skipper, but may as crew. A corinthian non-owner of a LIGHTNING.

4. A member cannot belong to more than one fleet at a time, nor can a yacht be registered in more than one fleet.

Active or Isolated membership shall be retained until the end of the calendar year in which the member ceases to be a LIGHTNING owner.

ARTICLE X — EXECUTIVE OFFICERS

Method of Election and Duties

(a) The following Association Officers shall be elected at the Annual Meeting and serve for one year, from January 1st to December 31st, or until their successors qualify. Each shall be nominated, seconded and voted upon separately by the Fleet Delegates in the order named, the candidate receiving the greatest number of votes shall be considered elected. Nominations may be made by mail, in advance of an annual meeting.

1. PRESIDENT—Chief executive presides at meetings; chairman of Executive Committee and Governing Board. Rules on procedure, jurisdiction; summarizes decisions, appoints special committees. Authorizes payment of all bills.

2. VICE-PRESIDENT—Officiates in the absence of the President.

3. SECOND VICE-PRESIDENT—Same as Vice-President.

4. THIRD VICE-PRESIDENT—Same as Vice-President.

5. SECRETARY—Handles all correspondence and details of minutes, records, fleets, membership and yachts, awards numbers and performs all other duties pertaining to such office.

6. TREASURER—Deposits funds in depository approved by Executive Committee. Keeps the financial books and securities of the Association, disburses funds only on order of the President.

(b) If any District shall have failed to hold District Election as provided for in Article XI, District Secretaries for such Districts may be appointed at the Annual Meeting.

(c) Honorary Officers (See Article XIII) elected by the Governing Board shall have their election ratified for another year or new honorary officers may be elected for ensuing year at the annual meeting.

ARTICLE XI — DISTRICT OFFICERS

Method of Election and Duties

(a) The following district officers shall be elected by vote of the active membership in each District, in advance of the annual meeting, and shall serve the ensuing year, from January 1st to December 31st.

1. DISTRICT SECRETARY—Shall be a member of the Governing Board and have general supervision over all LIGHTNING class activities in the District.

2. Alternate—Shall officiate during any prolonged absence of the District Secretary and shall automatically become District Secretary for the unexpired term, should that office be vacated.

(b) Method of Election—The District Secretary shall be elected by vote of the Fleet representatives in this district. He shall be nominated by a committee consisting of two or more representatives appointed by the President, and such nominations will be sent to the Association Secretary. The Association Secretary will then advise each Fleet of the nomination, and each member of each Fleet will then, by mail vote, signify one person whom he designates. That person having the greatest number of votes received by the Secretary within thirty days from the date of mailing notification of nomination to the Fleets, shall be considered elected. The candidate receiving the next greatest number of votes will be the Alternate.

ARTICLE XII — STANDING COMMITTEES

Method of Election and Duties

(a) The following Committees shall serve one year, from January 1st to December 31st.

1. THE GOVERNING BOARD — Shall consist of all Executive Officers and District Secretaries of the Association. The President shall be Chairman ex officio of the Governing Board.

Majority vote decides all questions if not otherwise stipulated. Interprets Constitution, By-Laws and may pass new ones not conflicting therewith, conducts all business and determines policy of Association, is the last court of appeal on disputes over constitutional rights and has the power to enforce its decisions by suspension of Fleet or members. Governing Board ruling shall be binding and final.

(b) The following Committees shall be appointed by the Governing Board except as otherwise provided.

2. THE EXECUTIVE COMMITTEE—A sub-committee of the Governing Board empowered to act in the name of the Governing Board in matters requiring prompt action and personal discussion. Shall consist of the President who shall be Chairman and two or more Governing Board members. Shall render final decisions on appeals; shall sanction or ban races, procedure and committees. Grant charters, create and alter territorial limits; fill vacancies in office, subject to ratification by the Governing Board in the case of Executive Committee members; impeach fleet and Association officers, subject to ratification by three-quarters vote of Governing Board when Governing Board officer is involved; to suspend members guilty of gross violations of rules or unsportsmanlike conduct for a period not exceeding its term of office; approve the purchase and sale of securities and approve depositories.

3. NATIONAL RACE COMMITTEE—The National Race Committee shall conduct the National Championship Series and generally supervise all other officials and committees connected therewith, appointing, from its own members if possible, the committee that shall conduct each race. It shall consist of all members of the Governing Board present and eligible to serve by reason of not being contestants, plus such additional members as may be necessary to make an odd number of at least five. It shall be ratified at the annual meeting and serve until twenty-four hours after the last race or sail-off of said series. During this period it shall supersede the Governing Board which remains inactive, having direct appellate jurisdiction over all matters directly connected with the current Series, but its powers shall not extend to other matters nor shall it revoke Executive Committee or Governing Board rulings. Hearings shall be held and witnesses heard collectively or separately and decisions rendered within twenty-four hours of the race or as described in race circular. It shall, however,

have the power to reopen a hearing because of new evidence at any time during its term of office, but all protests and business must be disposed of before the Committee disbands. The ranking executive shall be chairman. A majority shall constitute a quorum and a majority decision shall decide all questions. The decision of the National Race Committee shall be final, if rendered in accordance with the provisions contained in this article, and cannot be appealed to any other body whatsoever, except as permission is granted by the Governing Board for contestants to appeal N. A. Y. R. U.

4. THE BUDGET COMMITTEE—The President, Secretary and Treasurer shall prepare and, after Governing Board approval, publish budget for ensuing year.

ARTICLE XIII — HONORARY OFFICERS

Method of Election and Duties

(a) The following honorary officers of the Association may be elected by a three-quarter vote of the Governing Board or by the annual meeting, but a Governing Board election must be ratified by the annual meeting next succeeding.

(b) The honorary officers shall have no vote on the Governing Board.

1. COMMODORE—There shall be but one Commodore. He shall be in charge of all social activities and functions. He shall make the opening and closing addresses at the Annual Meeting and be Toastmaster at all functions.

2. VICE-COMMODORES—Shall according to priority, assume the duties of the Commodore in his absence and be in charge of social activities in their respective localities.

3. REAR COMMODORES—Shall according to priority, assume the duties of the Vice-Commodores in their localities in the absence of the latter.

ARTICLE XIV — APPOINTED OFFICERS AND COMMITTEES

(a) The following officers and Committees shall be appointed by the Executive Committee and serve for one year, from January 1st to December 31st.

1. MEASUREMENT COMMITTEE—It shall appoint and be in charge of all certified measurers, grant or reject measurement certificates, issue duplicates and answer questions on measurement rules.

2. DEVELOPMENT COMMITTEE—Shall be in charge of developing new fleets.

3. SPECIAL—Officers or Committees, including LIGHTNING Race Committees for sanctioned events, may be appointed at any time by the Governing Board.

ARTICLE XV — MEETINGS

1. The annual meeting shall be held during the period of and in the vicinity of National Championship Series, if possible. Special meetings at order of Governing Board or upon demand in writing by twenty-five per cent of the Fleets. Exact time and place of all meetings to be fixed by the Executive Committee.

2. Notice must be sent to the last recorded Secretary of each Fleet in time to permit of action by delegate or proxy, and if a Special Meeting the purpose thereof must be stated in such form as to permit of voting by mail and no other business can be transacted.

ARTICLE XVI — DELEGATES

1. The membership of each Fleet shall be responsible for the selecting and instructing of a delegate, or if unable to send a delegate, they shall designate a duly authorized proxy, to present the Fleet's views and cast its votes at all meetings.

2. Any number of alternates or proxies may be named, but the first in order present shall be the only one entitled to cast the Fleet's votes. Only those properly certified to in writing by the proper Fleet Officials will be recognized.

ARTICLE XVII — QUORUM AND ROLL CALL

1. One-half (50%) of the Fleets in good standing constitute a quorum at meetings.

2. If a quorum exists at roll call it exists throughout the session.

ARTICLE XVIII — VOTING

1. Each Fleet shall be entitled to cast one vote for each LIGHTNING yacht enrolled in said Fleet which has been properly recorded with the Association by a separate active member in good standing, but no Fleet is entitled to more than $33\frac{1}{3}\%$ of the votes cast. Membership books close ten days before meeting, or as ordered by Executive Committee.

2. At special meetings, votes will be allocated upon the basis of the number the Fleet had, or would have been entitled to, at the last annual meeting held except new Fleets, which shall vote on the basis of votes allocable on the date of call of the meeting.

3. Members may be heard, but only accredited delegates, proxies and isolated members shall vote on motions and must vote unless excused by Chair. A majority of the votes present shall decide all questions not otherwise stipulated and the Chair shall cast the one deciding vote in case of a tie and may also fix a time limit on speakers and motions.

ARTICLE XIX — IMPEACHMENTS

A member may be expelled only by a three-fourths vote at an annual meeting. (Impeachment of Officers—See Article XII, Section 2.)

ARTICLE XX — AMENDMENTS

1. The Constitution and By-Laws, except those enumerated in Section 2 hereof can never be suspended but may be amended at any meeting by two-thirds of the votes present.

2. Building tolerances are unknown except to the designers. All builders of boats and sails are hereby cautioned to exert every effort to build all LIGHTNING sloops very close to the prescribed measurements. The tolerances are held in the office of the designers, and all measurement certificates which are submitted to the Measurement Committee are referred to the designers for checking, and after checking are returned to the Measurement Committee with comments.

Notice to Measurers —

Measurers can obtain method for measuring Lightning Class sloops from the Chief Measurer of the Association.

3. The basic principles of Articles III, IV, V, and VI cannot be changed nor can an amendment be passed which will render ineligible a former yacht or active member whose eligibility was established under then existing rules of this Association and whose status cannot be changed to conform to the proposed amendments, nor shall retroactive legislation be passed affecting active members' or Fleet's constitutional rights except by a three-fourths vote of the total voting strength of the Fleets in good standing in the Association. If not present, a referendum can be ordered.

4. All proposed amendments at either annual meeting or special meeting must be included in the notice thereof and shall be mailed not less than thirty days prior to the date of the meeting.

5. The Executive Committee shall have the power to simplify, clarify, or correct the wordings of any article without changing its intent or purpose.

ARTICLE XXI — ORDER OF BUSINESS

At Annual Meeting

1. Call to Order.
2. Roll Call of Fleets.
3. Minutes of Last Meeting.
4. Reports of Officers.
5. Race Committee Ratification.
6. Charters, ratified and revoked.
7. Ratification of Executive Committee Rulings.
8. Unfinished Business.
9. Instructions Measurement Committee.
10. New Business.
11. Election of Officers for following year.
12. Adjournment.

At Special Meetings

Roll Call, Special Business, Adjournment.

BY-LAWS

ARTICLE I — FLEET BUSINESS AND MEETINGS

1. The Annual Meeting of each Fleet shall be not later than December 1 of each year, and results of election of Fleet officers shall be filed with the Association.

2. The official language between Fleets and the Association shall be English.

ARTICLE II — DUES

The dues shall be:

1. For Active Members—Three Dollars annual dues to the Association.

2. For Isolated and Associate Members—One-half of Active dues but not in any event less than One Dollar.

3. Dues are payable in January, collected by the Fleet and forwarded to the Association.

4. Fleet dues are optional, and if any, are to be kept by the Fleet.

ARTICLE III — RENEWAL OF CHARTER

1. Each Fleet is required to file an annual report with the Association during January of each year in order to renew its rights and privileges under its charter.

ARTICLE IV — REPORTS AND RETURNS (PENALTIES)

1. If the annual report of fleet or annual dues and registrations of members has not been received by the Association on or before March 1st, they become automatically suspended. In the case of new fleets the same applies upon demand.

2. Suspended fleets, member and ineligible yachts may be posted by publication, and must be barred from all LIGHTNING races. They cannot be reinstated until all requirements of the Association have been fulfilled.

ARTICLE V — ELIGIBLE YACHTS

A yacht is eligible and considered in the LIGHTNING Class only if it conforms to measurement rules as certified by a class measurement certificate, has been properly registered, and is owned by a qualified active member recorded at the time as in good standing with the Association.

ARTICLE VI — YACHT'S NUMBER AND NAME

1. Official number, allotted to new yachts on application to the Secretary, shall be permanent, and affixed to sail and cut into side of centerboard trunk, with letters at least two inches in height. Name is optional but must be recorded and approved.

2. If alterations are made and affect more than one-half of the hull, or sufficiently extensive to so warrant, in the opinion of the measurement committee, a new number shall be awarded and boat be considered new as of such date. Such altered boat shall be remeasured and subject to the restrictions and governing measurements as then in force and registration must be obtained in the usual manner.

ARTICLE VII — MEASUREMENTS AND CERTIFICATES

1. No yacht shall be eligible to enter any sanctioned race for the LIGHTNING Class until measurement certificate has been granted for such yacht.

2. Qualified Certified Measurers will be appointed by the Measurement Committee. Their authority is restricted to actual measuring and filing a report of same. No certified measurer shall measure his own boat except under supervision of a disinterested person appointed by the Measurement Committee.

3. The Association's Certificate shall be binding upon all organizations conducting races for the LIGHTNING Class. A yacht holding such certificate shall not be subject to re-measurement or protest on measurements unless reasonable grounds can be shown to suspect subsequent alterations. A yacht is always subject to remeasurement by order of Governing Board, National Race Committee, or Measurement Committee.

4. Fleets shall be responsible for making suitable provisions to govern use of sails in local races.

5. Protest of measurements of a certified LIGHTNING yacht must include \$15 deposit plus measurement fee returnable only if sustained, except as to matters covered by paragraph 4 hereof.

ARTICLE VIII — APPEALS

(From decisions of other bodies to Association)

1. Appeal in triplicate, or notice of intention, must be filed with President and post-marked within ten days of publication

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of decision from which appeal is taken and a certified check of \$5.00 as deposit, payable to the Association, must be attached thereto. It must be legible (see footnote), must state page, Article, and Section number of rules, alleged to be involved, and give the name and address of Race Committee Chairman and others implicated. The President shall issue instructions on procedure, jurisdiction, and fix time limits on filing answers, etc. (time determined by post marks), and those failing to comply with such instructions shall forfeit all right to be heard.

2. In deciding appeals, the Executive Committee shall consider the interpretation and proper application of rules and accept facts as established by bona fide Regatta Committee that conducted race, if available. If not, President may appoint a Committee to establish facts. Racing rules shall be decided under approved code, see Art. IX.

3. If appeal is sustained the deposit shall be refunded. If obviously out of order or unconstitutional, the President may so rule and return the deposit. If, however, it be demanded that the Executive Committee rule upon the appeal or any part thereof, then if not sustained or not granted a hearing for any reason whatsoever, the deposit shall be forfeited to the Association.

4. The following are subject to appeal: Fleet decisions, decisions of club or special LIGHTNING committees on class or racing rules in sanctioned LIGHTNING events recognized to be under auspices of Association, class rules or restrictions in any race held for LIGHTNINGS as a one-design class. The following cannot be appealed: Official decisions of National Race Committee, Club committee decisions on racing rules in open or invitation regattas, except as provided in Article XII, Paragraph 3 of the Constitution. If an open regatta is an elimination race as well, the Association's decision shall be binding in so far as the elimination score is concerned.

5. There shall be no time limits on appeals over interfleet disputes or fleet rules or rulings claimed to be unconstitutional when same do not result from an actual protest in a race but the same deposit shall be required for hearing. Such appeals shall be heard by the Executive Committee.

In filing appeals, answers or statements, you must file three (3) legible type-written copies in English and send by registered mail. If translated or transcribed, the exact wording, sense, and emphasis may not be given to the points that YOU considered most essential.

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To Sell . . .

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6. A member of the Executive Committee who sailed in the race involved in appeal shall have no vote. If a question of validity of race, this shall not apply.

ARTICLE IX — RACING RULES

The official code of Racing Rules which shall govern all LIGHTNING Class races held by Association or Fleet unless otherwise specified in circular of invitation races, shall be that of "THE NORTH AMERICAN YACHT RACING UNION" except wherein they may conflict with Rules of the L. C. A., in which event the latter shall supersede.

ARTICLE X — INSTRUCTIONS

Instructions contained in race circulars and local rules in fleet by-laws or published notice to its members, not conflicting with Class rules, must be observed but verbal instructions or unrecorded rules are not official. Fleet rules shall not obtain in intersectional or inter-fleet races.

ARTICLE XI — RACING RESTRICTIONS

1. Correct number must be displayed on both sides of main-sail, in letters not less than 10 inches high.

2. The number of persons allowed in one boat in race shall be (3), no more and no less.

3. All members of crews shall be corinthians.

4. No dead weight can be carried as stationary or shifting ballast.

5. No sails other than approved jib, mainsail, and spinnaker can be used.

6. A yacht must carry ground tackle of serviceable character for the locality as approved by the Race Committee, three approved life preservers, and a paddle or an oar.

7. Sculling with rudder is prohibited. Sweeping boat's head around to change course or fill away in one given direction is not considered sculling. No stopping of headway by any means except sail and rudder or anchoring, shall be allowed.

8. Skippers in Fleet series and open races must be members.

9. It is the policy of the Association that prizes and points be awarded to the eligible skipper, also that trophies of perpetual character be inscribed with name of fleet, yacht, skipper, and crew.

ARTICLE XII — DISQUALIFICATION

There is no lesser penalty than disqualification for any proven foul or violation of a published rule. It is not optional

Your **LIGHTNING** *“built by Skaneateles”*

Means . . .

- Finer Performance
- Perfect Balance
- Exclusive Construction Features
- All Quality Materials
- Experienced Workmanship

IT MAKES A DIFFERENCE!

One design? Yes . . . but how it's built and who builds it makes a *real* difference. Remember, the first experimental Lightnings were built by Skaneateles a full season before others. Now more than half the boats in the Class have been built by Skaneateles. The specialized knowledge thus gained, added to the accumulated experience and resources of Skaneateles' 47 years of fine boat building, contributes telling factors to Lightning Class Sloops. Prospective Lightning sailors can take a tip from older members of the Class: The Craftsmanship of this, the largest and oldest organization devoted exclusively to sailboat construction, makes a difference.



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but obligatory. The responsibility for knowing rules rests with the member.

ARTICLE XIII — INTERPRETATION

In deciding any question the intended meaning of the rules shall be considered rather than any technical misconstruction that might be derived from the wording. Extenuating circumstances cannot be taken into consideration in so far as a racing rule is concerned, if there was an actual foul, but may be taken into consideration in Class rules or restrictions if the wording requires interpretation and no deliberate attempt to gain an unfair advantage has been practiced. Precedent and the established policy of the Association shall be taken into consideration in interpreting any rule or regulation of obscure meaning or not covered at all. The rulings of the Executive Committee, Governing Board, and National Race Committee shall be carefully preserved for reference.

ARTICLE XIV — OUTLAWED RACES

The enforcement of Class rules is essential to the protection of all owners in a one-design Class. Members are required to report to the Association any race held for the LIGHTNING Class as such, wherein Class rules are not respected and enforced by the organization conducting it or where entries of ineligible yachts are knowingly accepted. A member who makes himself a party to such a practice by knowingly, and after due warning, entering such outlawed events shall himself be subject to suspension.

ARTICLE XV — SANCTIONED EVENTS

1. All series for major LIGHTNING Championships territorially greater than one fleet, or events for perpetual, semi-perpetual or open trophies must be sanctioned by fleet in whose waters the event is held, if an intra-fleet event, and by the Association's Executive Committee if an inter-fleet event. The Executive Committee may outlaw any event for cause.

2. National or district teams or representatives may be chosen by a majority vote of fleet secretaries of the represented territory only if selection by elimination races is impracticable.

ARTICLE XVI — OBLIGATIONS

The Association shall not be liable for any debts contracted by its fleets or officers other than expenditure authorized by the budget or upon written order of the President and Secretary.

C. P. McCLELLAN

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RACING SAILS



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RULES GOVERNING THE NATIONAL CHAMPIONSHIP

and other Sanctioned Events as Applicable

ARTICLE I — PURPOSE

To determine annually the National Championship of the LIGHTNING Class by bringing together, in so far as possible, the proven champions of every fleet.

ARTICLE II — PERPETUAL TROPHY

1. The name shall be "LIGHTNING Class Championship Trophy."

2. Held by winning fleet until next series subject to Executive Committee's approval and order.

3. Right, Title, and Interest in and to the trophy shall always be in the name of members of Executive Committee then serving who may impose any conditions necessary to safeguard the same.

ARTICLE III — ENTRIES

1. Each fleet is entitled to enter at least one yacht, skipper, and crew in the Championship series. Two yachts is the maximum number which is permitted to represent any one fleet. A fleet of more than ten LIGHTNING Class yachts will be entitled to two representative yachts in the National Championships.

2. Elimination of Trial Races, under some fair system based upon actual results and not arbitrary choice, shall be held by each fleet and the winner, member having highest score among those eligible, willing, and able to represent, shall be named as its entry. The runner-up or second place winner in the case of those fleets having more than ten yachts competing shall likewise be eligible. Such races must be free from discrimination and open only to every active member of the fleet. Scoring in such trial or elimination races shall be computed exclusively on the basis of eligible entries belonging to the particular fleet holding the said series. No arbitrary selection can be made if more than one member is desirous and able to represent fleet, and if only one such exists, the fleet shall have no option but must name that one. (It is suggested that elimination or trial



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rices be held as special events and not as part of a regatta open to entries other than those of home fleet.) Part owners not previously active members of the fleet must be registered with the Association thirty days before the first elimination to be eligible as skippers.

3. Challenges must be filed at such advance date as may be decided by the Executive Committee.

4. Entry to be named definitely on entry blank with information relative to eligibility twenty (20) days before first race or as directed by the Executive Committee.

5. Skipper must sail the yacht with which he won eliminations except by permission of the Executive Committee upon application filed prior to the date limited for naming entries. Such permission may be granted only in exceptional circumstances, and this rule is for the purpose of permitting the qualified skipper to compete in the National Championships should his yacht with which he won the elimination series be demolished or badly damaged between the time of the elimination series and the time for filing application.

ARTICLE IV — PLACE

The National Championship shall be held each year on the home waters of the Fleet having last won the event, except: (1) It cannot be held by the same Fleet the next year; (2) It cannot be held for more than two consecutive years in the same District.

ARTICLE V — HOME FLEET

The responsibility for arranging and providing for proper facilities, prizes, entertainment, etc., shall rest with the fleet on whose waters series is held. In this regard it must cooperate with and be guided by the Governing Board.

ARTICLE VI — CONDITIONS GOVERNING RACE

1. The number shall consist of three (3) completed races.

2. Held in open water as free as possible from headlands, shoals, obstructions or aids to navigation. If unavoidable, aids to navigation, unless otherwise ordered, must be left on the required or channel side.

3. Courses: A triangular course or windward (leeward) and return to be sailed twice around totaling six nautical miles.

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4. Procedure: All procedure shall be in accordance with rules and regulations as determined by the National Race Committee in conjunction with the Home Fleet.

5. Time Limit: Three and one-half ($3\frac{1}{2}$) hours. If one finishes within time limit all must be timed.

6. Rules shall always be the approved rules of the Association and such special rules as may be published in race circular.

7. No yacht shall be prevented from entering a resail of an incompleated sanctioned, or elimination race for any cause arising out of the incompleated race. Such incompleated race shall be considered null and void for all purposes.

8. In case of a tie for a prize-winning position in the series, the yacht which shall have defeated the other yacht or yachts involved the most number of times in the series shall be deemed the winner, but if a tie still remains there shall be a sail-off.

9. Points in Each Race—One point for finishing and one point for each yacht defeated. None if disqualified or not finishing, though counted as a defeated yacht. Greatest number starting any one day used as a basis in point award each day. Entry with greatest total points will be the winner of the series. In case of dead heat the total points for positions involved shall be divided equally among the tied yachts even though this results in fractions.

10. In the National Championship—The act of deliberately and wilfully sacrificing one's own chances of place in a race, thereby substantially injuring or improving the chances or place of others, is barred and shall be ground for disqualification. Covering or luffing, provided a yacht is sailed within the right-of-way rules and in a manner consistent with maintaining or bettering its own standing in the race or point score, shall not be deemed Team Racing tactics. In flagrant cases, affecting the point score among the leaders, the Race Committee shall have the power, with or without protest, to order the race resailed, bar the offender from the resailed and remaining races and recommend his or her suspension to the Governing Board.

ARTICLE VII — ELIGIBILITY

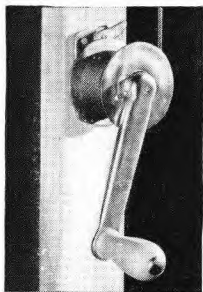
Note—Consult carefully Constitution and By-Laws on membership qualifications and other details affecting eligibility.

1. Yacht must be certified to as eligible by the Measurement Committee before first race. Certified copy of bill of sale must

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be demanded as proof of ownership if yacht was acquired from another territory or registered with Association for the first time under skipper's name within six months of the series. Sails, spars, rudders, skegs, and positions not included in certificate, must be measured and approved before any major championship series; and any or all yachts may be ordered completely remeasured by the Measurement Committee, Executive Committee or National Race Committee.

2. All sails used in the National Championships shall be measured prior to the first race in the National Championship Series and shall be stamped as approved by the Chief Measurer. If any sail does not come within the restrictions, or within the tolerances permitted, such sails shall be impounded during entire series.

3. Skipper (Helmsman) must: (a) Be an active member. Be enrolled in fleet he represents and not have been in any other, or so recorded for six months prior to the first race. Be a bona fide owner, or designated syndicate skipper of yacht to be sailed by him. (b) Have sailed his own boat in a representative number of LIGHTNING races within the territory of said fleet within a year and by reason of residence or normal yachting activities be qualified to represent that locality. Requirement B may be modified by the Executive Committee for newly formed fleets and service fleets.

4. Crew must: Be associate or active members enrolled in fleet they represent, come from and qualified to represent their locality. Must be distinctly designated as crew and serve as such only touching the helm if necessary for brief temporary relief.

(See Classification of Events for Eligibility in other Events.)

ARTICLE VIII — SUBSTITUTION

1. Alternates may be designated but yacht, skipper and crew starting series must sail throughout except in the case of proven accident or sickness.

2. The Executive Committee may grant permission for the use of a substitute crew to fleets more than a *thousand* miles from the locality of the series, but such substitute crew shall not be a member of the home fleet or one who has sailed on waters on which the series is to be held except as visitor for a short period.

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Fig. 886, No. 1

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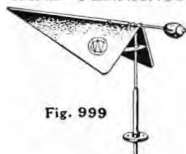


Fig. 999

FIEGE WIRE ROPE FITTINGS



Fig. 319



Fig. 3192

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Fig. 937

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3. Permission for above or emergency substitution in any form must be obtained from National Race Committee before race. Such permission must be denied if unfair advantage is gained thereby or if not an absolute necessity.

ARTICLE IX — PROTESTS AND HEARINGS

1. Protests must be filed in writing with National Race Committee at headquarters before the hour specified in race circular so that notice thereof may be posted at that hour. All hearings and investigations to be conducted and decisions rendered that night or before noon of the following day, except as provided in Article XII of Constitution.

2. All contestants and officials are interested parties with a right to be heard but forfeit that right if absent from hearings. If no protest is filed or violation reported by the hour specified in the circular, the race must stand.

ARTICLE X — NOTICES

Official notice of hearings, decisions, rulings, changes in procedure, and instructions shall be served upon all parties by posting on a bulletin board at headquarters daily during series. By due notice, time and place may be varied because of conflicting conditions. Responsibility of being at headquarters and seeing notices at given hours rests with contestants and sub-officials.

ARTICLE XI — REPORTING AND ACCOUNTING FOR

1. Attention signal, at least one-half hour before start, cannot be given until all entries have been accounted for, for that race, within close enough proximity to the starting line to permit of reaching it, under then existing conditions, before the start, in the estimation of the National Race Committee. Thereafter the responsibility of being ready and reaching the line in time rests with the entry.

2. Entries must report at headquarters morning of race and to the National Race Committee on reaching line and follow procedure regarding same in circular or bulletin and those failing to do so may be assumed to have withdrawn and need not be accounted for.

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ARTICLE XII — GENERAL PROCEDURE

1. All instructions and regulations not fully described in National Championship rules shall be published in the Race Circular.

2. The National Race Committee shall be the Regatta Committee and conduct all races.

3. The National Race Committee shall be available for hearings at and directly following hours stated in the circular.

4. Course and Mark Officials to be appointed and instructed by National Race Committee.

5. Fouls or violations reported by or to any official before the protest time limit in the circular must be investigated and an open hearing conducted if necessary.

6. Postponements: The National Race Committee may in its discretion order postponements for special reasons, conditions, or situations arising prior to the preparatory signal.

7. The Executive Committee before and the National Race Committee during the series has the power to modify or change such details connected with the Series Rules as may be necessary to conform to local conditions, but cannot alter their basic principle and notice of such changes must be contained in Race Circular or be issued by bulletin or written notice before any race to which they shall apply.

8. Contestants and Officials must remain at or within call of headquarters until four hours after last race or sail-off and be available to attend hearings or enter sail-offs until that time when all decisions shall have been rendered and the results of the series shall become official and not subject to subsequent change for any reason whatsoever.



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LIGHTNING SPECIFICATIONS

NOTICE TO BUILDERS AND SAILMAKERS

The association will refuse to issue a number or grant a measurement certificate to any yacht on which the royalty has not been paid or which was not built by a recorded owner of official Lightning Class plans.

PLANS—Plans are not transferable. They are sold subject to the terms and conditions of the notice thereon. Plans and specifications are subject to annual revision, only as provided in Constitution and By-Laws. The responsibility of keeping advised as to these annual revisions rests with the purchaser of plans and specifications. Never copy another Lightning.

ROYALTIES—A royalty, or number tax, must be paid by the builder to the association on each Lightning built. A royalty must also be paid by the sailmaker on each suit of sails made, amounting to 40 cents on jibs, 60 cents on mainsails and 60 cents on spinnakers.

PROTECTION OF NAME AND EMBLEM—No boat may properly be sold, or entered in any race, as a "Lightning", or at any time display the Lightning emblem upon its sails or otherwise, unless the number tax or royalty on such boat has been paid to the association by the builder or owner thereof. For the benefit of owners, and prospective owners, the association proposes to take whatever steps may be necessary to protect both the Lightning name and emblem from any unauthorized use.

ARTICLE I — EXPLANATIONS

IMPORTANT—Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not herein covered, or governed by the dictates of common sense, a ruling must be obtained from the Measurement Committee. In interpreting any point not covered, or wording of obscure meaning, the Measurement Committee shall consider the intended meaning rather than any technical misconstruction that might be derived from the wording, and shall bear in mind at all times, the basic principle of the specifications, which is to maintain the Lightning as a standard one-design class.

LIGHTNINGS



IN CANADA

BUILT TO ORDER

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MEASUREMENTS AND WEIGHTS in the specifications are in feet, inches, and pounds, in accordance with the standards of the United States Bureau of Weights and Measures.

REQUIREMENTS—In addition to payment of a royalty or number tax as above specified, a yacht, its spars, rigging, and sails, must conform strictly throughout with respect to design, dimensions, construction and material to the official plans and specifications of the Lightning Class Association, to be considered a Lightning and be eligible to the Lightning Class. *The Association's measurement certificate is the only recognized proof of eligibility to the Lightning Class.*

YACHT'S NUMBER—Must be permanently burned or cut into the centerboard case in 2" figures for future identification before a certificate can be issued.

OPTIONS—Nothing is optional in these specifications unless the word "optional" appears in the article and then only within the limitations described.

MEASUREMENTS—All heights shall be measured from the base line plane which shall be established as $8\frac{1}{2}$ " from the bottom at station No. 3 and $7\frac{3}{8}$ " from the bottom at station No. 8 and shall be equi-distant from the chines on both sides of the boat. (See note on keel heights. Art. 4, Paragraph 1.)

Half breadths shall be measured from the center line plane.

Fore and aft measurements shall be measured from a plane AA at right angles to the base line and tangent to the forward



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it intersects chine timber or less than $4\frac{1}{2}$ " at the transom. The keel is to stand not less than $\frac{3}{16}$ " proud of the bottom planking and the amount must be allowed on all keel heights as shown on the lines drawing and in measuring the after end of the skeg.

2. Bottom planking—May be of double or single planked construction or seam battens may be used; cedar and of not less than $\frac{11}{16}$ " total thickness.

3. Transom—Of mahogany not less than $\frac{3}{4}$ " thick.

4. Top Sides—Cedar not less than $\frac{5}{8}$ " thick. May be ship lapped or seam battens may be used.

5. Chines—Oak or mahogany $\frac{7}{8}$ " x $1\frac{1}{2}$ ".

Options—Number of planks, kind of wood.

ARTICLE V — STEM

1. Stem—Of oak sided and moulded as shown.

Option—Kind of wood.

ARTICLE VI — FRAMES

Frames—Of oak or mahogany sided and moulded as shown.

Options—Kind of wood. Additional frames may be added, but specified frames must be centered as shown. May be larger but not less than dimensions given. Gussets are not permitted.

ARTICLE VII — DECK BEAMS

Deck Beams—Oak or mahogany moulded and sided as shown.

Options—Kind of materials. Beams may be larger but not smaller than shown.

ARTICLE VIII — DECK

Deck—Of white pine $\frac{7}{16}$ " thick or waterproof plywood $\frac{5}{16}$ " thick, thoroughly painted and covered with 8 oz. canvas carried down over sides of top strake and covered with gunwale or moulding. Covering boards are not permitted.

Option—Kind of wood.

Doubling blocks, etc., shall be of material not less than $\frac{7}{8}$ " thick.

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ARTICLE IX — COCKPIT

Cockpit—Of size and shape as shown, it shall start at frame No. 4 and run to frame No. 8½. It shall be 4'8" wide at station No. 5 and 3'5" wide at station No. 8½. The deck surrounding the cockpit shall not be less than 10" wide at any point. Coamings shall be of mahogany as shown, and the height can be as low as ½". Floor boards and seats are to be of the outline shown on drawings. They may be solid or of slats of material not less than ⅝" thick. If of slats the space between slats cannot exceed 25% of the width of the slats. Their height may vary plus or minus 2" from that shown on drawings.

Options—Kind of wood. Lockers, shelves.

Cockpit braces shall be of material not less than ⅜" thick.

ARTICLE X — HATCHES

Hatches—One small hatch on after deck for attaching outboard motor may be used.

ARTICLE XI — FASTENINGS

Fastenings can be of iron, steel, bronze, brass, copper or nickel, or any alloy made basically of combinations thereof, but not of aluminum or other light weight metals. Other materials not permitted. They may be galvanized or plated.

ARTICLE XII — MAST STEP

Oak as per plans.

Option—Kind of wood.

ARTICLE XIII — SPARS

1. Mast—To be hollow and rectangular in section. Made of spruce or Douglas fir with walls not less than ½" in thickness at any point. Minimum dimensions as per spar drawing. Length of mast from top of deck to top of sheave shall not be greater than 25'8". Mast must not be grooved to take bolt rope of sail. Sails must be attached to the mast with ⅝" track and slides. Halyards may not run inside the mast and weight of the sails must be carried on the halyards while the sails are set.

The bolster at the mast head must be the same outline as in the detailed drawing. AA to forward side of mast must measure 1'9". Rotating masts prohibited. No change in posi-



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tion of mast at any point will be allowed during any race. With boat in sailing trim aft side of mast must be a straight line.

2. Boom—Must be solid T section as per plans, made of spruce or Douglas fir. Foot of sail must fasten in a straight line in both plan and profile. No arched or curved tracks are allowed and no transverse movement is permissible in the foot of the sail. The sail must be attached to boom with track the same as on mast. Length of boom from aft side of mast to extreme end shall not be greater than 10'0".

3. Spinnaker pole—Shall not be greater than 6'9" overall including fittings when measured square off. Size and shape as per plans. Made of spruce or Douglas fir. Pivot point on forward side of mast not to project forward more than 1 ½".

ARTICLE XIV — RIGGING

Rigging—As shown on plans as to position and number and length of stays. To be of wire rope of diameter and strength not less than shown on plans. Spreaders and struts to be as shown as to position, length, diameter and wall thickness. They can be of iron, steel, bronze, brass, copper or nickel, or any alloy made basically of combinations thereof, but not of aluminum or other light weight metals. Other materials not permitted. They may be galvanized or plated.

Method of attaching to spars optional. Any change in the set of standing rigging except as occasioned by accident or by means other than conventional turnbuckles during a race shall be prohibited.

ARTICLE XV

CENTERBOARD, CENTERBOARD PIN AND CENTERBOARD TRUNK

Centerboard Pin—Must be ⅝" in diameter.

Centerboard—To be ⅝" thick and not to vary more than ½" in any dimensions from official pattern except in an area bounded by a triangle formed by the top and forward edges at their intersection and having legs 22" and 8" long respectively, to allow for pennant fittings. Provided, however, that for use in local races only, including elimination races to determine fleet representatives in the National Championship or other sanctioned events, the centerboard may be shortened by removal of a portion of the after end thereof when such shortening has been approved by the local fleet. To be of iron or steel. Other materials not permitted. May be plated to eliminate corrosion but must be painted and may not be of polished

metal. May be streamlined but chamfer not to extend in more than 1" from any edge.

Centerboard Trunk—May not be enclosed. Centerboard trunk may be notched out along its upper edge to permit boards with their forward upper corner cut off to be lowered to the designed position without the hoisting tackle entering the trunk. Boats with double planked bottom may use a trunk with sides $\frac{3}{8}$ " thick throughout.

ARTICLE XVI — RUDDER, SKEG AND TILLER

Rudder— $\frac{3}{4}$ " thick and not to vary more than $\frac{3}{8}$ " from official plans. To be made of wood, chamfer not to extend more than 2" from any edge. A rudder arranged to tilt upward when striking an under water obstruction may be used in local races only. When in its downward position, it must have an outline meeting the requirements for standard rudders and it must be carried in that extreme downward position when racing. Only the rudder as shown on drawings may be used in National competition.

Skeg—To be as per plan, well bolted to keel. Not less than $\frac{7}{8}$ " thick. The maximum depth at the after end shall not exceed $7\frac{1}{2}$ ". (See note on keel heights. Art. 4, Paragraph 1.) Length along bottom shall be 3' 4". The bottom of skeg shall be a straight line. May be streamlined on its after edge only. Chamfer may not extend more than 2" forward of that edge.

Tiller—Of ash as shown.

Option—Kind of wood.

ARTICLE XVII — PAINTING

To be given at least three coats inside and out. May be painted or varnished. Under side of deck need not be painted.

ARTICLE XVIII — SAILS

1. Sails—To be of approved material, silk sails barred. Racing number and class emblem of size and design shown on drawings must be attached to each side of mainsail. Jib booms or clubs, roach reefs, double luffed mainsails, and perforated sails, other than reef points or accidental, are barred. Loose-footed mainsails barred. No sails other than the standard jib, mainsail, and spinnaker allowed. Sails may be reefed at the foot only. Batten pockets cannot be reenforced by any means other than one additional thickness of the same cloth as the sail.

2. Mainsail—Luff, not over 24'.
Leech, not over 25'2".
Foot, governed by boom, not over 10'.
3. Jib—Luff, not over 17'10".
Leech, not over 15'7".
Foot, not over 7'7".
Roach, as per plan.
4. Spinnaker—Luff, not over 20'.
Leech, 20'.
Foot, 14'.

Measurements to apply at all times whether sail is new or used.

5. Battens—Wood as shown.

6. Measuring Mainsail—Measurements to be made on floor secured at three corners with five pound pull. At a point on the luff of mainsail six feet up from the center of the tack cringle and in line at right angles to the luff, a measurement shall be taken from leech to luff and this measurement shall not exceed 8'. A similar measurement shall be taken at a point six feet down the luff from the center of the forward hoisting eye on the head board. This dimension shall not exceed 3'. In taking both these measurements the sail should be drawn taut along the line of measurement with a tension equal to about five pounds.

Measuring jib—On floor, secured at three corners, five pound pull. Roach and draft governed by a measurement across jib from a point 11' down leech and luff from head of jib which must not exceed 5'2".

ARTICLE XIX — FITTINGS

The actual pattern of fittings is optional; however, they should equal and serve the purpose of those indicated on the drawings. The position of chainplates and points of attachment of stays to hull shall be as shown on drawings. Use of a bridle on the backstay is not permitted. Except for belaying pins, which may be made of wood, fittings may be made of iron, steel, bronze, brass, copper or nickel or any alloy made basically of combinations thereof, but not of aluminum or other light weight metals. Other materials not permitted. They may be galvanized or plated.

